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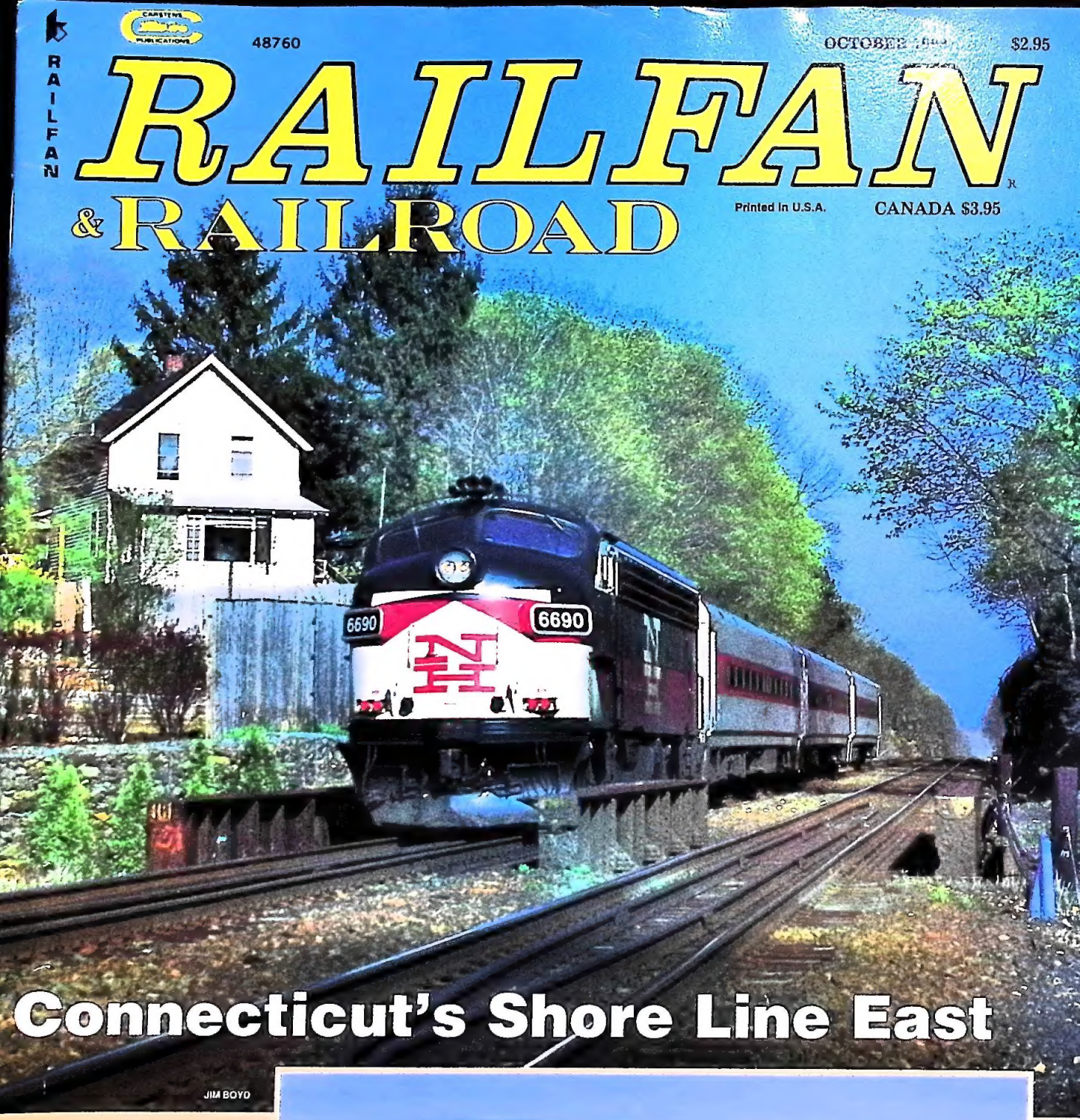

JIM BOYD

Connecticut's Shore Line East

Last of the Lake Michigan carferries

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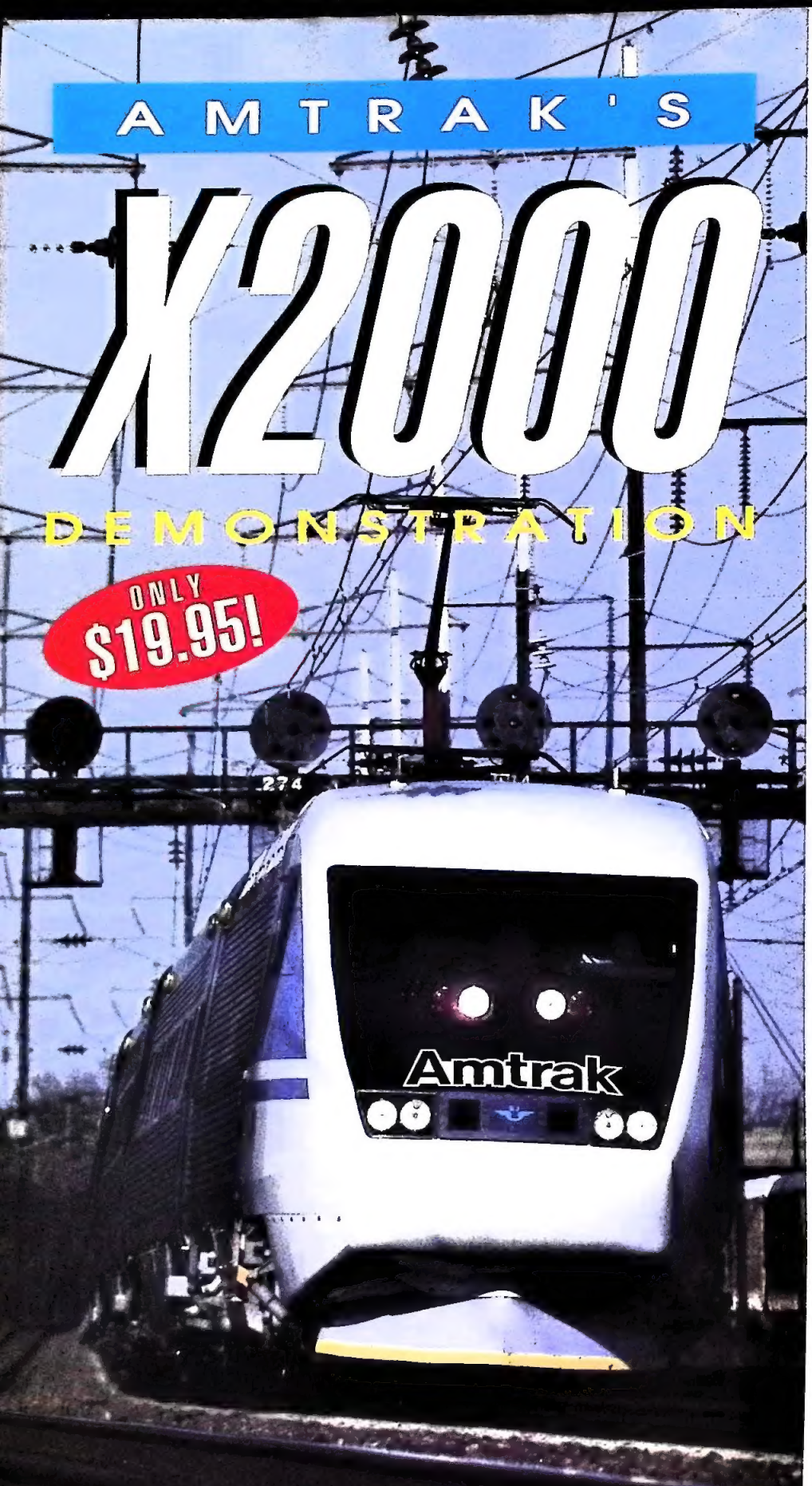

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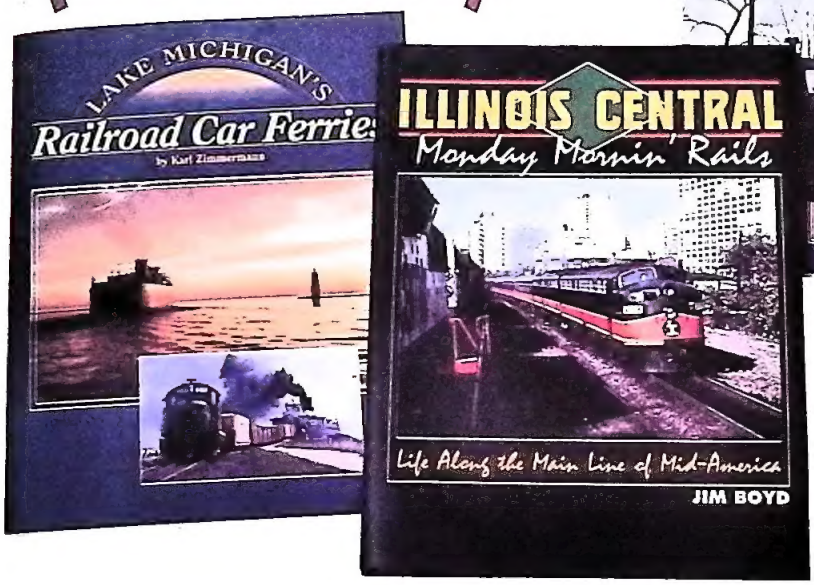

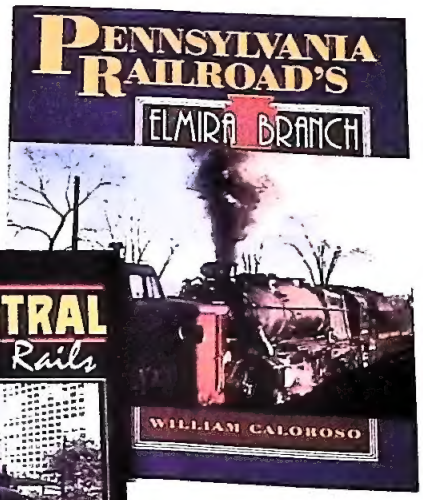

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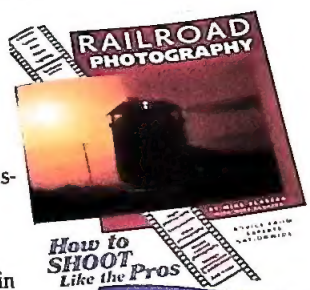

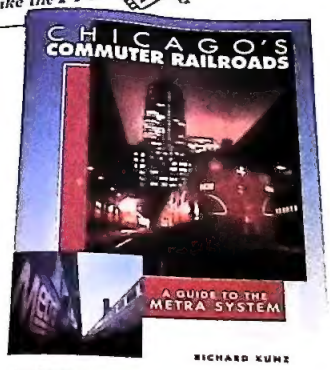

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TWO FUJICHROMES (ABOVE and BOTTOM) JAMES L. HICKEY. KODACHROME (BELOW) KEN CHURCH

SUPER CABS ON TOUR this summer included the BN/EMD SD60MACs, which led a UP grain train west past Perkins, Wyoming, on Track 3 over Sherman Hill on June 22 (**above**). A UP SD60M was on the point so the crew would have cab signals but provided no power during the test run. EMD's SD70M demonstrators 7000-7002 rolled a 105-car 1ARKCC coal train east through Colorado's Glenwood Canyon on the Rio Grande on June 21 (**below**). BN SD60M 1991, still wearing patriotic colors applied during the Gulf War, arrived in Lincoln, Nebraska, at 5:00 p.m. on June 24 (**left**) after taking the BN's "Haymarket Heyday Special" to Ashland and return. See page 42.

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From the Publisher's desk: Identification pins

My very first pin with a railroad theme was a ¾-inch diameter metal pin (circular rolled tin style) in white with black lettering with a steam locomotive sketch which could be had for the asking by writing to the old *Railroad* Magazine back in the late 1930s. Not long afterwards I joined the Railroad Enthusiasts and received a membership pin (it was probably 35 cents) which had a screw on the back rather than the pin and clamped washer common on pins today. The RRE pin was circular, etched with enamel inlays in several colors. The other major railfan organizations also have membership pins.

In recent years several manufacturers both in the U.S.A. and in Asia have made pins (tie tacs) for almost every major railroad and many smaller ones, usually in several colors. Most railfans and railroad employees, as well, buy one for their favorite railroad, but it's not unusual to see a jacket or vest to which are pinned a hundred or more of these colorful collector pieces. The suckers can get heavy!

Similar pins are also available for European railroads. Pins from England measure about ⅞" across and are very colorful.

Railroad and streetcar unions provided their members with pins which often bore the local number and a date. One in my collection for the AAofS&EREofA in white, red and black shows a double truck deck roof trolley and is dated September 1943.

The fanciest and probably oldest pin in my collection is an etched brass pin showing an open end coach with truss rods and six-wheel trucks about 1⅛" in length. Under the car are the initials "O" (in orange), "R" (in pale blue) and "C" in green. Also under the car in a semicircular banner is the name Alvin Horton. A clasp is used to hold the pin to the jacket.

The tie tacs are readily available in many hobby shops and railroad museum gift shops. You'll also see them offered at train shows. The older and more exotic pins are harder to come by but are often seen at train meets. Don't overlook the slowly growing number of railroadiana stores which often have pins in stock along with badges. Some mail order firms also specialize in collectibles of this sort. You'll find their ads in RAILFAN & RAILROAD.

I've often seen small railroadiana pieces for sale in antique shops — but remember that antique shop dealers may have no idea as to the relative value of these items. If its a bargain, grab it. If its too high, don't. It follows that if you've been looking for a particular item from your pet railroad and you find it in an antique shop, it may well be worth an inflated value because you may never see it offered again.

Displaying small, old pieces is an art in itself. If left open on a shelf they'll gather dust and possibly even disappear. Keep them under glass or in suitable cabinets where they can be shown under controlled circumstances. Some small collections lend themselves to framing and can be hung on a wall.

Also consider cataloging the items by railroad or organization, date manufactured, colors, materials, condition and date acquired, from whom and cost. You can log these into a notebook, but it's better to use a computer. Software programs are available at moderate cost for collectors and are easily adapted to railroadiana use.

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Cover

It's a beautiful springtime afternoon at Stony Creek, Connecticut, on May 3, 1993, as Shore Line East F7m 6690 makes the first high-speed deadhead move back to New Haven after taking the 3:20 eastbound out to Old Saybrook. F-units, fast action and New Haven colors make this 33-mile commuter operation one of the more interesting afternoons available to railfans in the Northeast. David Patch tells the whole story beginning on page 60. Fuji Velvia by Jim Boyd.

After more than a decade of struggle, the former-C&O carferries are now in potentially good hands and running again on Lake Michigan. On May 23, 1992, the Lake Michigan Carferry Service *Badger* steamed out of Ludington, Michigan, with sister ships *Spartan* and *City of Midland 41* berthed silently in the background. Karl Zimmermann takes us on a ride through history and across the lake beginning on page 46. Kodachrome by Bruce C. Nelson.

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Fanmail

Russian Octapods?

The photos of those imported Russian diesel locomotives in the August '93 issue reminded me of the 2-10-0s built in this country for Russia but never shipped due to WWI. Was wondering, are we calling those D-D trucked diesels "Russian Octapods?"

JIM HERRON
Tampa, Fla.

Made the comics

It isn't every day that you open up a magazine and find yourself mentioned in a comic strip as I did with the July '93 R&R. What a surprise! Mr. Katz and I are best friends, and we had briefly discussed this strip as the cartoon was being drawn.

He wanted very badly to be here for the Rockies' home opener which had been sold out for some time. I was able to secure tickets to the second game, however, at about the same time that I got my job as a soda vendor at the stadium. Thus, I'm "the Coke vendor of French extraction from Arapahoe County." And I've never been "beaned" by a ball, but have come close four times.

When I called Katz with the invitation to game two, I casually mentioned that I would also be at the opener. After a long period of (I presume) jealous silence on his part, I broke the rest of the story. That is how I came to be included in the strip.

As an aside to all the railfan-baseball fans, Mile High Stadium sits about a half-mile west of the Joint Line. A large percentage of the parking lies east of the Joint Line. The pedestrian crossing is at grade, very dangerous and between two buildings. Also, all trains move slowly through there, sometimes stopping for clearance through the area. Please, do not attempt to cut through the cars on your way to or from the game. The trains will soon pass, and no ball game is worth injury to life or limb.

Once inside the stadium, many "railfan seats" are available in sections 301-303, 401-404 and 501-504. Trains are also visible from the ramps on the rear of the East Stands.

DAVE LEASURE
Arapahoe County, Colo.

✏ *Jim Johnson of Operation Lifesaver recently got our permission to use that cartoon of the Denver ballpark in his newsletter pointing out the hazards of (baseball) fans crossing over, under and through trains on their way into the stadium* — J.B.

Typo on board

I'm reading your August '93 issue whilst manning my sleeping car on board Amtrak Train No.29, the westbound *Capitol Limited*. About Zimmermann's fine account of the newly extended Sunset Limited — the last time I checked George Pullman's middle initial was still "M" (page 48).

MARK SUBLETTE
Falls Church, Va.

Some *Sunset* history

Reading the article on Amtrak's new transcontinental service, I noted two errors in the history of Southern Pacific's operation of the *Sunset*. While the errors are quite minor, I believe that they should be addressed for the sake of historical accuracy.

The Espee's well-known efforts to discontinue passenger service on their lines did extend to the *Sunset*, and for a period the train ran with only chair cars and an automatic buffet car. However, when Amtrak took over *Sunset* operation there was full dining, lounge and sleeper service. The restoration of these services coincided with the ICC's permission to reduce service to tri-weekly from daily operation. The changes in operation and services of the *Sunset* were effective October 1, 1970.

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The second mistake had to do with the transcontinental sleeping car operated in the *Sunset* and *Crescent*. This service was started with the October 18, 1970, departure of the *Sunset* from Los Angeles. It was a joint operation originated by SP, Southern and Penn Central, not Amtrak.

CLIFFORD PRATHER
Santa Ana, Calif.

Eureka!

I've read "Eureka!" four times and can still hardly grasp the amazing circumstances of this adventure. Please keep us posted on potential operations of *Eureka* on the C&TS or anywhere else.

Two small corrections can be made: the E&P and the *Eureka* didn't cease operating in 1896 — the No.4 was sold as surplus power, not because of abandonment. Second, the Sierra Nevada Wood & Lumber Company did not last until 1938; it became the Hobart Estate Company in 1918 which was the owner of *Eureka* at abandonment in 1938.

Wanted to clear up these points.

DOUGLAS S. RICHTER
San Bruno, Calif.

About 20-cylinder origins

Another fine issue just arrived, and a couple of items in Preston Cook's SD45 study led me to fire up the word processor.

Now that there is a 710 version of the V-20 engine, it might be useful to point out that the V-20 645 didn't drop out of the clear sky. In 1962-'63 EMD built some V-20 567 engines, gaining enough confidence in the design to propose a locomotive to the SP that would answer the challenge of Alco's Century-628. SP wanted much more horsepower than the "35" line offered, and a 2800-3000 horsepower unit was EMD's response. Presumably, EMD would have had to provide an alternator to transmit this much horsepower.

Earlier than this, however, (about 1961-'62) EMD had developed a specification for the RD-3600 featuring two turbocharged V-12 567s delivering 1800 h.p. each to a total of six traction motors. This unit would have looked very much like an SD24B with radiators at both ends and twin dynamic brake blisters inboard — the logical ancestor of the later DD units.

Neither project saw the light of day as another team at La Grange was making progress on the 645 which led eventually to adoption of the 20-cylinder concept. Too bad we didn't get to see either the RD-3600 or the "SD36!"

I liked the photo of the two red-and-orange Southern Pacific SDs helping the similarly-painted steam engine on page 66, but you couldn't have picked a less-typical SP locomotive for your SD45 story! Sure enough, that's the SD45 carbody that originally ran as SP 8837, but inside lurks a V16-645 installed when the unit was upgraded at Sacramento in October 1981. It's SP's only "SD44."

Espee upgraded 167 of its original SD45 fleet (356 units delivered 1966-1970) between 1981 and 1986, renumbering them as they went through Sacramento Shops from their original 8800-9100 series numbers to 7400-7566. They received Dash-2 electricals in the course of upgrading. Most of them remain in service as possibly the largest SD45 "flare" fleet anywhere since all their non-upgraded contemporaries have left the SP roster.

JOE STRAPAC
Bellflower, Calif.

EMDs and 12 units on the B&A

Regarding Mr. Gould's comment that I "jinxed" the B&A with my article "Where Did All the C-30's Go?," I wish to state that by no means is this the total case. True, the Dash-7 monsters are back in force, usually running in solid "U-Boat" consists, but they are not totally alone. Many occasions recently upon this very scenic line I have spotted quite a few EMDs on Boston line trains. And on more than one occasion a shiny, new SD60M was in the lead. On trains TV-6 and counterparts SENE/NESE, a variety of EMDs frequently makes the consists. On the GE side of the coin, 6100-series "Q boats" and occasional Dash 8-40Bs can be

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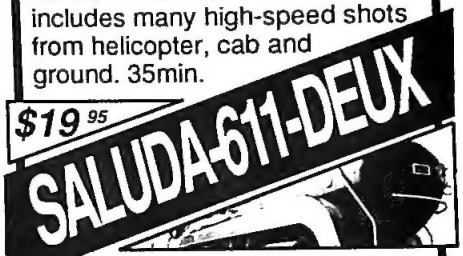

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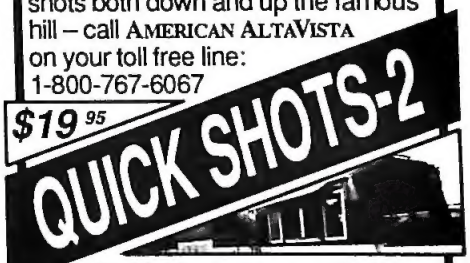

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seen in good numbers, usually on daylight moves. One type of locomotive that seems to be missing from the B&A is the small, unique fleet of big hunchback C32-8s (6610-6619). A '93 version update of the ol' B&A should be retitled "Where Did All the C-32s Go?"

Conrail in recent years had a 24-axle limit over the B&A, but lately I've noticed that, on most westbound freights (which face a much stiffer 2% climb over Washington Hill than the eastbounds), seven-to-twelve-unit consists have become quite common — usually on the BOSE, FRSE or heavy stone/ballast trains. Watching 72 axles roar toward you makes for quite an impressive looking train in anyone's book! Whether or not this becomes a steady Conrail habit remains to be seen.

With some of the most photogenic scenery and knuckle bustin', flange squealin' grades in the East, fans along the former B&A should not come away too disappointed. Besides, how many lines left in the country are you going to find solid consists of "U-Boats" anymore? And in first rate scenery, to boot!

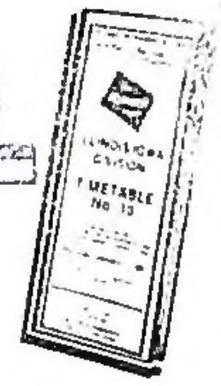
I call that not too bad of a "jinx."

GARY SCHERMERHORN
Ghent, N.Y.

Railfanning is:

Waving to the passing German ICE train at Leaman Place from a parlor car behind the Strasburg Rail Road's 2-10-0. KURT BELL

Timetable



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RAILFAN EVENTS

NORFOLK SOUTHERN 1993 Excursion Season. The following listings indicate Date, locomotive, route and (sponsoring organization). See coded listings at the end for addresses of the sponsoring organizations and contact them for tickets, fares and specific details. Engine 611 is N&W Class J 4-8-4 and 4501 is Southern Railway 2-8-2.

September 11, 611 Bellevue, Ohio, to Kenova, W.V., one way (MADR); **September 12**, 611 Kenova to Bellevue one way (MADR); **September 18-19**, 611 Columbus, Ohio, to Kenova, W.V., and return (ORYM); **September 25-26**, 611 Alexandria to Front Royal, Va., and return (WDCA).

October 2, 611 Bristol to Roanoke, Va., and return (WVC); **October 9**, 611 Roanoke to Walton, Va., and return, twice (RNRH); **October 10**, 611 Roanoke, Va., to Bluefield, W.V., and return (RNRH); **October 9-10**, 4501 Huntsville, Alabama, to Chattanooga, Tenn., and return (NARM); **October 16**, 611/diesel Richmond to Lynchburg, Va., and return (ODC); **October 17**, diesel/611 Richmond to Lynchburg and return (ODC); **October 23**, 611 Greensboro, N.C., to Roanoke, Va., and return (GNRH); **October 24**, 611 Greensboro to Asheville, N.S., and return (GNRH); **October 30**, 611 Charlotte, N.C., to Toccoa, Georgia, and return (PCCN); **October 31**, 611 Charlotte to Asheville, N.C., and return (PCCN).

November 6-7, 611 Atlanta to Toccoa, Ga., and return (ANRH); **November 13-14**, 611 Birmingham, Ala., to Chattanooga, Tenn., and return (HOD).

The sponsoring organizations are: (ANRH) Atlanta Chapter NRHS, P.O. Box 1267, Duluth, GA 30136-1267; (GNRH) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (MADR) Mad River & NKP RR Historical Society, 233 York Street, Bellevue, OH 44811; (NARM)

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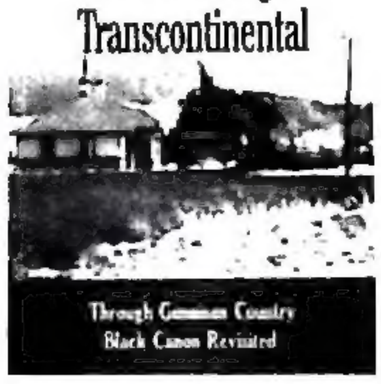

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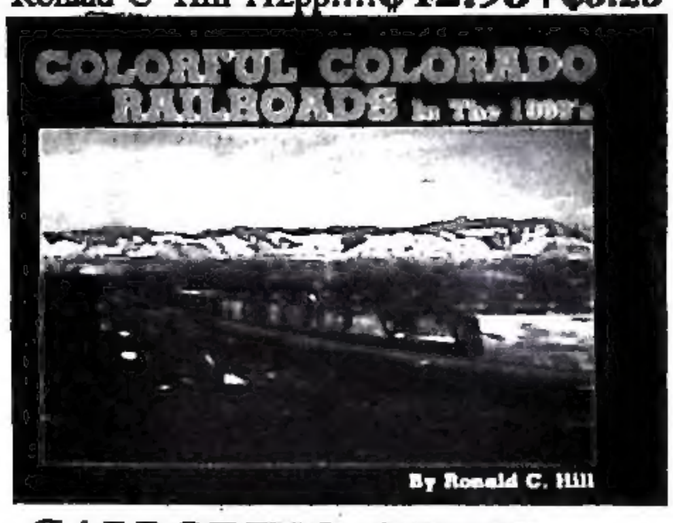

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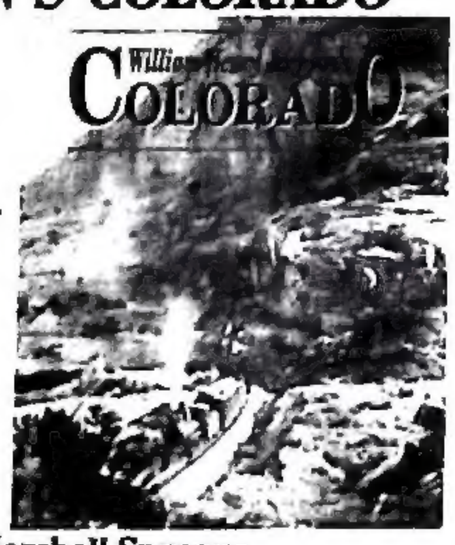

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North Alabama Railroad Museum, P.O. Box 4763, Huntsville, AL 35815; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23225; (ORYM) Ohio Railway Museum, P.O. Box 171, 990 Proprietors Road, Worthington, OH 43085; (PCCN) Piedmont Carolinas Chapter NRHS, P.O. Box 11753, Charlotte, NC 28220; (RNRH) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (WDCA) Washington D.C. Area Joint Trip Committee, P.O. Box 278, Kensington, MD 20895; (WVC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605.

C&O 2-8-4 2765 (NKP 765 relettered and cosmetically altered) is scheduled to power the following steam excursions, on CSX trackage except as noted. Each trip listing indicates **Date**, route and (sponsoring organization). See coded sponsor listings at the end for addresses of the appropriate organizations and contact them for tickets, fares and specific details.

July 31, Fort Wayne to Muncie, Ind., on NS (FWRH).

August 1, Fort Wayne to Lafayette, Ind., (FWRH); **August 14**, Plymouth to Holland, Mich., (BMC); **August 15**, Plymouth to Saginaw, Mich. (BMC); **August 21-22 and 28-29**, Akron, Ohio, to Pittsburgh, Pa., (ORHC).

September 18-19, Paducah to Princeton, Ky., on P&L (FWRH); **September 25**, Cincinnati, Ohio, to Russell, Ky., (CRRC); **September 26**, Cincinnati to Indianapolis, Ind., (CRRC).

October 2, Lexington to Ravenna, Ky., (BRRC); **October 3**, Lexington to Corbin, Ky., (BRRC); **October 9-10**, Knoxville, Tenn., to Corbin, Ky., (OSC); **October 16-17 and 23-24**, Huntington to Hinton, W.Va., (CPH).

The sponsoring organizations are: (BMC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296; (BRRC) Bluegrass Railroad Club, 352 Greenbriar Road, Lexington, KY 40503; (CPH) Collis P. Huntington Railroad Historical Society, 1429 Chestnut Street, Kenova, WV 25530; (CRRC) Cincinnati Railroad Club, P.O. Box 14157, Cincinnati, OH 45250-0157; (FWRH) Fort Wayne Railroad Historical Society, P.O. Box 11017, Fort Wayne, IN 46855; (ORHC) Orrville Railroad Heritage Society, P.O. Box 11, Orrville, OH 44667; (OSC) Old Smoky Chapter NRHS, P.O. Box 601, Knoxville, KY 37907.

HAWTHORNE, NEW JERSEY, through October 24. New York, Susquehanna & Western steam excursions to Campgaw and return powered by Chinese 2-8-2 142. Departs 10am, noon and 2pm on weekends, and noon and 2pm on Wednesday, Thursday and Friday (weekday runs through August only). Adults $9, kids 12 and under $5, lap babies free. For more information phone the Hawthorne station 9am-4pm Wednesday-Sunday at 201/427-7866.

JEFFERSON, OHIO, through October. Scenic Train Rides on the Ashtabula, Carson & Jefferson powered by ex-NKP Alco S2. Train boards Saturdays and Sundays near Jefferson Street crossing, behind Douglas Lumber. Adults $5.50, children and seniors $4.50. Contact: AC&J Scenic Line, P.O. Box 222, Jefferson, OH 44027; 216/576-6346.

SCRANTON, PENNSYLVANIA, through October 31. Steam excursions out of Steamtown National Historic Site east to Moscow on Fridays, Saturdays and Sundays. This year marks the return of Steamtown trips through Nay Aug Tunnel and Roaring Brook Gorge. CPR 4-6-2 2317 and CNR 2-8-2 3254 will be used alternately to power the 2½-hour round trips, which depart at 10am and 2pm. Adults $7, ages 12 and under $3, groups of 24 or more $6 each. Contact: Steamtown Volunteer Association, 150 S. Washington Avenue, Scranton, PA 18503; 717/961-2035.

CHICAGO, ILLINOIS, September 4. Omnibus Society of America will operate excursion to Fox River Trolley Museum in South Elgin. Depart Chicago Union Station 8:40am via ex-Milwaukee Road, return 7:14pm via ex-Burlington from Aurora. Fare of $20 includes rail and bus travel, photo sessions at Aurora, Elgin and Geneva and unlimited rides and photography at museum. Contact: Omnibus Society of America, 15329 Chicago Road, Suite 12, Dolton, IL 60419; 708/849-5393.

CHICAGO, ILLINOIS, September 5. Railroad Club of Chicago will operate excursion to East Troy Electric Railroad in East Troy, Wisconsin, using scheduled Metra (Milwaukee Road) suburban trains Chicago-Fox Lake and chartered bus beyond. Depart Chicago Union Station 8:35am, return 6:04pm. Adults $30, children $15. Contact: RRCofC, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

BIRMINGHAM, MICHIGAN, September 10-12. "Northern Arrow" diesel powered excursion Birmingham-Durand-Petoskey on GTW and T&SB trackage with weekend hotel and meals package. Optional bus side trips to Mackinaw Island, Harbor Springs and Charlevoix. Fare $295-$378 (depending on hotel choice) per person double occupancy, $50 single supplement, $198 rail only. Contact: Bluewater Michigan Chapter NRHS, Box 296, Royal Oak, MI 48068; 313/399-7963.

INDIANAPOLIS, INDIANA, September 10-12. 10th Annual Hoosier Traction Meet at Best Western Waterfront Plaza, Exit 16A (Speedway) off I-465, noon-10pm Friday, 10am-10pm Saturday. Films, slides and discussions by prominent speakers featuring the Cincinnati & Lake Erie Railroad. R&R columnist George Smerk will report on current events in the industry. Fee $10 in advance to: Hoosier Traction Meet, 2958 Westridge Avenue, Cincinnati, OH 45238; 513/661-0042.

FREDERICKSBURG, VIRGINIA, September 11-12. Rappahannock Chapter NRHS Railfair at Spotsylvania Industrial Park, 10am-4pm. Prototype displays from CSX, Amtrak, VRE, Buckingham Line Bar Gang, plus model show and sale. Contact: Railfair, Rappahannock Chapter NRHS, P.O. Box 42025,

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by Timothy Horton is the final book in the four-work series which covers the British Columbia Railway from its inception in 1912 to the present. There is considerable coverage of the railway's electric locomotives and their operations on coal trains in the northeastern portion of the province. $9.00

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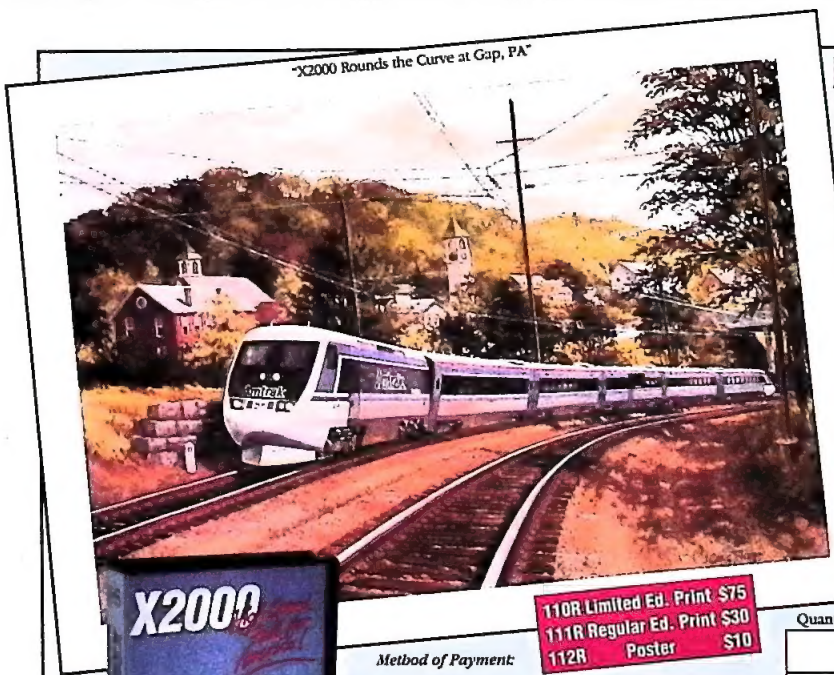

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This beautiful painting by 1993 Amtrak Calendar artist J. Craig Thorpe captures X2000 at Gap, PA. between Philadelphia and Lancaster. 500 signed and numbered Limited Edition Prints 28" x 22". Regular Edition Prints, 20" x 16". 1993 National Tour Poster, 28½" x 21". All shipped in protective tube. Video shows history of X2000, running in Sweden, arrival in the U.S., inaugural run on the Northeast Corridor and more. Color, sound, 35 minutes. Many other X2000 items and the new tour T-shirts and tote bag still available! Write for complete listing.

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Fredericksburg, VA 22404; or phone Ralph Littlefield, Fredericksburg Area Board of Tourism, 800/654-4118.

RUTLAND, VERMONT, September 11-12. Excursions on Vermont Railway and Green Mountain Railroad trackage (ex-Rutland) to North Bennington and return Saturday and to Bellows Falls one way Sunday. For details, contact: Massachusetts Bay Railroad Enthusiasts, P.O. Box 8136, Ward Hill, MA 01835; 617/489-5277.

SCRANTON, PENNSYLVANIA, September 17-19. Railphoto '93 at Steamtown National Historic Site, hosted by Steamtown Volunteer Association and National Park Service. **Friday:** Budd car trip to Pocono Summit, evening dinner train and night photo session. **Saturday:** steam powered passenger and freight trains (CPR 4-6-2 2317 and CNR 2-8-2 3254) and banquet at Lackawanna Station Hotel with Union Pacific's Steve Lee as guest speaker. **Sunday:** doubleheaded steam trip to Moscow. For details and order form, send SASE to: Steamtown Volunteer Association, P.O. Box 448, Chinchilla, PA 18410-0884; or phone 717/346-0660.

STAMPEDE AND SNOQUALMIE PASSES, WASHINGTON, September 18-19. Pacific Northwest Field Seminars will conduct a two-day field study of the former Northern Pacific and Milwaukee Road grades over the Cascade Mountains. Class combines illustrated presentations and field trips dealing with central Cascade Range railroad history. Lodging and meals at Mountaineer's Meany Ski Lodge near Stampede Pass. Enrollment $85. Contact: Pacific Northwest Field Seminars, 83 South King Street, Suite 212, Seattle, WA 98104; 206/553-2636.

POTTSTOWN, PENNSYLVANIA, September 18-19. Ironstone Ramble excursions on former Reading Colebrookedale Branch to Boyertown three times each day powered by Blue Mountain & Reading (ex-GM&N) 4-6-2 425. Contact: Ironstone Ramble, 1036 North Washington Street, Pottstown, PA 19464; 215/326-3260.

CHICAGO, ILLINOIS, September 25. Railroad Club of Chicago excursion to the Spaghetti Station (ex-North Shore Line depot) in Kenosha, Wisconsin, using scheduled Metra trains. Depart 5:35pm, return 11:55pm. Fare of $30 includes rail transportation, bus ferry and dinner. Contact: RRCofC, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

YARDLEY, PENNSYLVANIA, September 25. Delaware Valley Chapter NRHS bus trip to Cumberland, Maryland, for a day on the Western Maryland Scenic Railroad. Bus departs SEPTA Park-and-Ride lot at Yardley (New Hope exit off I-95) at 6am. Bring your lunch or partake of buffet at Old Depot in Frostburg. Space limited, so order early by mail. Non members $32, members $30, non members under 12 $29, under 12 with member $27, buffet lunch $6.99. Make check payable to: Delaware Valley Chapter NRHS, c/o Tom Hychalk, 932 Stockham Avenue, Morrisville, PA 19067.

DEARBORN, MICHIGAN, September 25-26. Railroad Day at Henry Ford Museum & Greenfield Village, 20900 Oakwood Boulevard. Vintage and modern cars and locomotives on display, hands-on activities, model trains, hobo camp and more. Adults $11.50, children $5.75. Contact: Henry Ford Museum & Greenfield Village, Special Programs, P.O. Box 1970, 20900 Oakwood Boulevard, Dearborn, MI 48121-1970.

AMTRAK MAMMOTH MILEAGE MARATHON, September 26-October 25. 24,000 miles, 50 trains, 15 suburban systems, 23 nights in sleepers, 61 diner meals, museums, chasing domes. $2993 including fares, hotels, meals, taxis. Add 10% for air or Amtrak to any start. Contact: T-Rail Tours, 803 Kanuga Drive, West Palm Beach, FL 33401; 407/TEL-TRAK.**DURANGO, COLORADO,** September 25. Special Photographers Train on Durango & Silverton Railroad. Photo runbys in both directions rain or shine. Tickets, $37.15, must be ordered in advance. Phone 303/247-2733 or contact: Durango & Silverton Narrow Gauge Railroad, 479 Main Avenue, Durango, CO 81301.

CHICAGO, ILLINOIS, September 26. Central Electric Railfans' Association "airport-to-airport" excursion over the "L" lines. Approximately 9am-5pm. Admission $25. Contact: CERA, P.O. Box 503, Chicago, IL 60690.

CENTRAL VERMONT IN DAYLIGHT October 2. Fall foliage trip from New York Penn Station to Massachusetts and return via New London, Connecticut, over New Haven and Central Vermont trackage. Convenient boarding locations. For details send SASE to: West Conn Chapter NRHS c/o John Flower, Dept. RRF, P.O. Box 1042, New Canaan, CT 06840.

WHIPPANY, NEW JERSEY, October 2. Railroad Festival '93 at Whippany Railway Museum, Route 10 West & Whippany Road, 11am-4:30pm rain or shine. Equipment and exhibits from Morristown & Erie, plus vintage cars and cabooses, railroad collectibles and a gallery of railroad paintings by John Terry. Adults $1, seniors 75¢, children 50¢. For additional information send LSASE to: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016.

BRUNSWICK, MARYLAND, October 2-3. Brunswick Railroad Days at Railroad Square, 10am-5pm. Train rides, railroad art, pony rides, live entertainment, good food and more. Contact: Brunswick Railroad Museum, 40 W. Potomac Street, Brunswick, MD 21716; 301/834-7100.

ALSIP (CHICAGO), ILLINOIS, October 7-10. B&O Railroad Historical Society Annual Convention at Holiday Inn. Tour B&O facilities and sites, banquet, slide and video shows, model and

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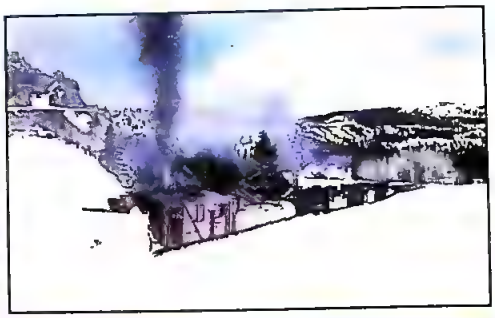
In May 1993 the Cumbres & Toltec Scenic Railroad operated its 1923 steam rotary snow plow OY for only the second time in the last ten years. The heavy wet snow was a tremendous obstacle for men and machines battling to reach the the summit of Cumbres, Colorado at an elevation of 10,015 feet. For the first time since 1963 *three* Rio Grande-lettered 2-8-2's powered a rotary train, since they were to be used on special charter trains before the regular tourist season. The plow operated four consecutive days and was the harderst the plow was ever worked. You'll enjoy cascading snow as the plow battles drifts up to 12 feet deep. Slide areas required tree cutting with chain saws. Crews even shoveled snow into tenders that ran low on water. It was a time-warp that resembled Rio Grande plow operations of the 1950's. Lots of surprises await you in this incredible show of steam and snow fighting.



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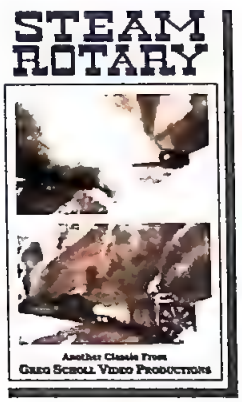

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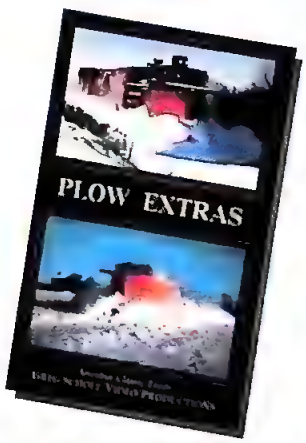

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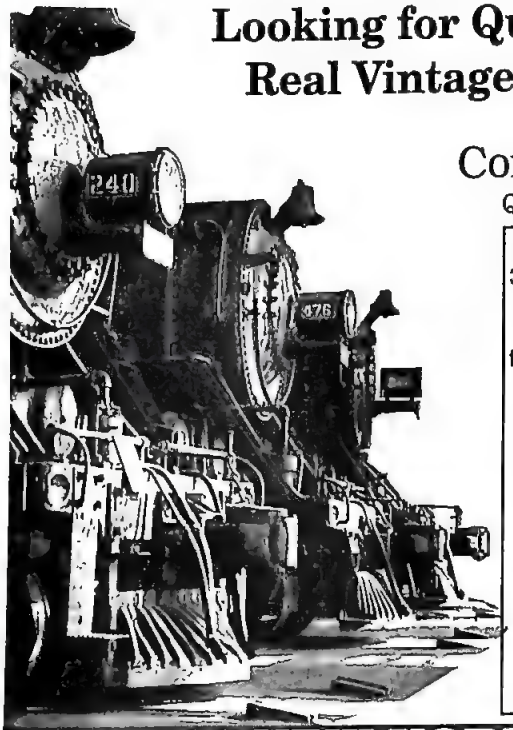

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photo contests. Contact. BALDRIES, P.O. Box 13576, Baltimore, MD 21203-3578; 410/592-7034.

ORBISONIA, PENNSYLVANIA, October 6-10. Friends of the East Broad Top 11th Annual Reunion and East Broad Top Fall Spectacular. Special trains with up to four steam locomotives operating plus M1 gas electric and diesels, photo and model contests and walking tours. Contact: Friends of the EBT c/o Ruth Keller, R.D.1, Box 966, Three Springs, PA 17264; 814/447-3011.

GREENBANK, DELAWARE, October 9, 16 and 23. Autumn Leaf Specials on Wilmington & Western. Two-hour fall foliage tour through Red Clay Creek Valley to Hockessin on steam trains departing Greenbank Station, north of Route 2 on Route 41, at 12:30 and 3pm. Reservations suggested. Contact: WWRR, P.O. Box 5787, Wilmington, DE 19808; 302/998-1930.

CHATTANOOGA, TENNESSEE, October 15-17 and 23-24. Tennessee Valley Railroad will operate round-trip steam excursions with Southern Railway 2-8-2 4501 and NS diesel to Oneida, Tenn., on October 15, 16 and 17 and to Huntsville, Ala., on October 23 and 24. Fares $79 for either trip. Food service available on board. When ordering tickets, indicate choice of adjustable window car (near front of train) or air conditioned car. Contact: TNVR, 4119 Cromwell Road, Chattanooga, TN 37421-2119; 615/894-8028 (VISA and MasterCard accepted).

PINE BLUFF, ARKANSAS, October 15-17. Cotton Belt 4-8-4 819 excursion to Tyler, Texas, (layover at Tyler October 16). Numerous intermediate stops available. Coach: one way $100, round trip $150. First class: one way $125, round trip $200. Segments between intermediate points $15 each in Arkansas, $10 each in Texas. Contact: Cotton Belt Rail Historical Society, P.O. Box 2044, Pine Bluff, AR 71613; 501/541-1819.

NEW RIVER TRAIN fall foliage steam excursions October 16-17 and 23-24 powered by C&O 2-8-4 2765 (NKP 765). Depart Huntington, W.Va., 8am, arrive Hinton 2:30pm, depart Hinton 5pm, return Huntington 10pm. Additional boarding at St. Albans and Montgomery. Food service available on train or bring your own picnic basket. One photo runby each trip, schedule permitting. Adults $75, children $55, deluxe (lounge car w/ meals & beverages) $115, premium (dome car) $135), private car (adults only) $249. Send payment to: C.P. Huntington Railroad Historical Society, New River Train '93, 1429 Chestnut Street, Kenova, WV 25530; or order by phone (VISA, MasterCard and Discover card accepted): 800/553-6108.

PRIVATE CARS TO THE AAPRCO CONVENTION will run New York to Sacramento and return October 16-31, 7000 miles in all, with stopovers in Chicago, Denver and Whitefish. Consist includes business car *Blue Ridge*, dome-lounge *Silver Solarium* and sleepers *Imperial Sands* and *Silver Rapids*. Fare of $4199 (per person, double occupancy) includes gourmet meals and beverages on board. One-way and partial fares available. Contact: Classic Rail Cars, 2612 Dewitt Avenue, Alexandria, VA 22301; 703/519-5230.

HOBOKEN, NEW JERSEY, October 16. "Pocono Express" fall foliage excursion powered by Erie-schemed E8s will run round trip via Port Jervis, N.Y., on NJT/Conrail trackage to Lackawaxen, Pa., and on Lackawaxen & Stourbridge to Honesdale, Pa. Adults $49, under 12 $25. Send SASE with payment to United Railroad Historical Society, W-11 Avon Drive, East Windsor, NJ 08520-5647.

NEW YORK, NEW YORK, October 16. Excursion to Dover Plains via Hell Gate Bridge and Woodlawn using LIRR locomotives and equipment on Metro-North trackage. For details, send LSASE to: Long Island-Sunrise Trail Chapter NRHS, P.O. Box 507, Dept. T, Babylon, NY 11702.

HAGERSTOWN, MARYLAND, October 23. Autumn Leaf Special via Western Maryland to Gettysburg and Porters Sideling, Pennsylvania. Hagerstown-Gettysburg round trip $33, Gettysburg-Porters Sideling round trip $10. Contact: Hagerstown Roundhouse Museum, Box 2858, Hagerstown, MD 21741; 301/739-4665.

CUMBERLAND, MARYLAND, October 23-31. Maryland Railfest featuring week-long festivities including B&O Museum vintage car exhibit, Cumberland Theater performance and walking

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Part 3.....1 hr.40 min..... 33.45
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Part 1.....1 hr.55.min..... 33.45
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Chicago to Valparaiso, IN (FP-40) 1hr.25 min..... 33.45
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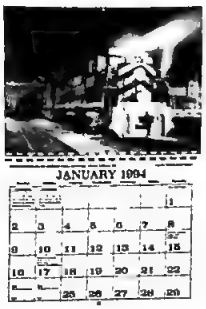

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and trolley tours of downtown area. Other special events include NRHS meeting at Western Maryland Station Center October 28, Western Maryland Scenic Halloween train October 29, CSX excursion to Martinsburg/Harper's Ferry October 30 and CSX excursion to Grafton, West Virginia, October 31. For information phone: 800/872-4650 or write: Allegany County Visitor's Bureau, 15 Canal Street, Cumberland, MD 21502.

ELY, NEVADA, October 29-31. 2nd Annual Nevada Northern Spectacular. **Friday:** Independent arrival at Ely. **Saturday:** Morning run with Baldwin 4-6-0 No.40 to Keystone via Robinson Canyon and Tunnel 1 with Pullman green passenger consist. Afternoon run (possibly with Alco 2-8-0 No.93) to Keystone and McGill Smelter with wooden NN freight consist, banquet and night photo session. **Sunday:** Morning run (possible doubleheader) with freight consist to Keystone and McGill Smelter, afternoon run with RS3 109 to McGill Smelter. Trips include photo runbys. Other locomotives and equipment on display. Admission $349, single room accommodations $39. Must order before October 8. Contact: Trains Unlimited Tours, P.O. Box 1997, Portola, CA 96122; 916/836-1745.

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GARRETT, INDIANA, September 4-5 1st Annual Railroad Collectors & Toy Train Memorabilia Show at Garrett Heritage Park Museum, 300 N. Randolph Street, 10am-6pm. More than 150 tables. Free admission, tables $5 in advance. Contact: Tim Johnson, 114 S. Randolph Street, Garrett, IN 46738; 219/357-4165.

ENNIS, TEXAS, September 11-12. Festival of Trains at SPJST Hall No.25, E. Highway 34. 10am-6pm Saturday, 10am-4pm Sunday. Dealers welcome. Contact: Betty Glaspy, 214/878-6868 days, 214/878-6304 evenings.

WHEATON, ILLINOIS, September 12, October 10 and November 14. Great Midwest Train Show at DuPage County Fairgrounds, 10am-4pm. Adults $4, under 12 free with adult. Contact: GATS Ltd., P.O. Box 1745, Lombard, IL 60148; 708/834-0653.

WINSLOW, NEW JERSEY, September 12. Winslow Junction Railroadiana Meet at Winslow Fire Hall, Hall & Hay streets, 10am-3pm. Admission $3, family maximum $5. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 until 9pm.

ROCHESTER, NEW YORK, September 12. Railroadiana Meet, Train Show & Flea Market at Eastman Kodak Recreation Center, 200 Ridge Road West, 9am-3pm. Adults $2, children $1. Refreshments available. Contact: Jeff Hands, 68 Wilbur Street, Rochester, NY 14611; 716/328-6999 or Robert Achilles, 835 Jaclyn Lane, Webster, NY 14580; 716/671-1210.

ST. LOUIS, MISSOURI, September 18. McDonnell Douglas Railroad Club Railroad Swap Meet at South County Recreation Complex, 6050 Wells Road, 10am-3pm. Admission $2, under 12 free, tables $12. Contact: Wayne Schimmel, Route 1, Box 512, Winfield, MO 63389.

JOLIET, ILLINOIS, September 19. Blackhawk Chapter NRHS Swap Meet at American Legion Harwood Post on Larkin Avenue, Exit 130 off I-80, 9am-2pm. Admission $1, under 5 free, tables $10. Contact: Nancy Spitzmueller, 242 Lakeshore Lane, Bloomingdale, IL 60108; 708/806-7236 days, 708/894-4698 evenings and weekends.

LYNNWOOD, WASHINGTON, September 19. Swamp Creek & Western Railroad Club 15th Annual Sooper Swap & Clinic Meet at Scriber Lake School gym, 19400 56th Avenue West,

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noon-5pm. Over 100 tables of collectibles, books, photos, models and more. Contact: Roger Ferris, SC&W Railroad Club, 211 Railroad Avenue, Edmonds, WA 98020; 206/283-0637.

RUTLAND, VERMONT, September 25. Gateway Promotions 9th Annual Rutland Railroadiana & Model Railroad Show at Vermont State Fairgrounds on U.S. Route 7 South, 10am-4pm. Admission $3, under 12 free. Contact: Karen or Niilo Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

ETOBICOKE (TORONTO), ONTARIO, September 25. 11th Annual Toronto Slide Swap at 18 Ourland Avenue, noon-4:30pm. Buy, sell or trade railway slides and prints. Admission $3, 8-foot table $15, half table $8. Contact: Toronto Transportation Society Slide Swap Organizer, P.O. Box 5187, Terminal A, Toronto, Ontario M5W 1N5.

FRANKLIN SQUARE, NEW YORK, September 26 and November 7. RR Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Rintin Street, Franklin Square, NY 11010; 516/775-4801.

GREENVILLE, OHIO, September 26. All Train Flea Market at Darke County Fairgrounds Coliseum, 800 South Street, Route 49, 10am-3pm. Admission $2, under 12 free. Contact: Larry Zeller, 4646 W. U.S. Route 36, Piqua, OH 45356; 513/773-7186.

ALLENTOWN, PENNSYLVANIA, September 26. Lehigh Valley Chapter NRHS Railroadiana Show & Sale at Dieruff Senior High School, Irving & Washington streets, 10am-4pm. Timetables, lanterns, pictures, china, books and much more. Food on premises. Admission $3, family maximum $5, tables $25 in advance. Contact: Paul Kuehner, P.O. Box 300, Laurys Station, PA 18059; 215/261-0133.

AUGUSTA, GEORGIA, October 2. B&M Productions Train Trade Show at Julian Smith Casino, 2200 Broad Street, 10am-5pm. Admission $2. Contact: Bill Mackendree, P.O. Box 5909, Augusta, GA 30916; 706/790-6341.

GREAT AMERICAN TRAIN SHOW will be held 12-5pm on the following dates. Adults $5, under 12 free with adult. For information phone GATS Limited, 708/834-0652.

October 2-3, Atlanta, Georgia, Georgia International Convention Center, 1902 Sullivan Road. **October 2-3,** Oakland, California, Oakland Coliseum, Nimitz Freeway & Hegenberger Road. **October 9-10,** Des Moines, Iowa, Veterans Memorial Auditorium, 833 Fifth Avenue. **October 16-17,** Columbus, Ohio, Franklin County Veterans Memorial, 300 West Broad Street. **October 23-24,** Fort Wayne, Indiana, Allen County War Memorial, 4000 Parnell Avenue. **October 23-24,** Portland, Oregon, Multnomah County Expo Center, 2060 North Marine Drive. **October 30-31,** Arlington [illegible], Arlington Convention Center, 1200 Stadium Drive East.

November 6-7, Indianapolis, Indiana, Indiana Convention Center, 100 South Capitol Avenue. **November 6-7,** Los Angeles, California, L.A. County Fair & Expo, White & Mckinley. **November 13-14,** Denver, Colorado, National Western Stock Show, 4655 Humbolt Street. **November 13-14,** Phoenix, Arizona, Arizona State Fairgrounds, 1826 West McDowell Road. **November 20-21,** San Diego, California, San Diego Concourse, 202 C Street. **November 27-28,** Detroit, Michigan, Michigan Expo & Fairgrounds, 1120 West State Fair. **November 27-28,** Collinsville, Illinois, Gateway Center, One Gateway Center.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission 1992 Shows: $5 adult, under 12 free with adult. Admission 1993 Shows: $5 adults, $2 children 6-12. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Hempstead, New York, October 2-3, Hofstra University Physical Fitness Center. **Alexandria, Virginia,** October 30-31, Mt. Vernon High School (1-5pm on Sunday).

Edison, New Jersey, November 6-7, Raritan Center Expo Hall. **Cherry Hill, New Jersey,** November 13-14, Garden State Park. **Monroeville, Pennsylvania,** November 20-21, Pittsburgh Expo Mart. **Atlanta, Georgia,** November 27-28, Atlanta Expo Center. **Wilmington, Massachusetts,** November 27-28, Shriner's Auditorium.

GARRETT, INDIANA, September 4-5. 1st Annual Railroad Collectors & Toy Train Memorabilia Show at Garrett Heritage Park Museum, 300 N. Randolph Street, 10am-6pm. More than 150 tables. Free admission, tables $5 in advance. Contact: Tim Johnson, 114 S. Randolph Street, Garrett, IN 46738; 219/357-4165.**WALLINGFORD, CONNECTICUT,** October 3 and 31. New York, New Haven & Hartford Train Meet at Zandri's Stillwood Inn, 1074 South Colony Road, U.S. Route 5, Exit 13 off I-91, 9am-2pm. Admission $4. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

LEESPORT, PENNSYLVANIA, October 3. Reading Company Technical & Historical Society 14th Annual Train Meet at Leesport Farmers Market, Route 61, 9am-3pm. Other attractions include outdoor flea market, chicken barbecue, BM&R train rides and more. Show admission $2 adults, $1 ages 5-16, tables $10. Contact: Train Meet, RCT&HS, P.O. Box 15143, Reading, PA 19612-5143.

IDAHO FALLS, IDAHO, October 8-9. Eagle Rock Railroad Historical Society Fall Swap Meet at Country Club Mall, 1515 Northgate Mile, 7-9pm Friday, 9am-5pm Saturday. Admission $2.50, family maximum $5. Contact: Tom Griggs, P.O. Box 2685, Idaho Falls, ID 83403-2685; 208/525-8777.

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STROUDSBURG, PENNSYLVANIA, October 9. Pocono Mountains Chapter NRHS Prospector Train Show at Stroudsburg High School, 1100 W. Main Street. Exit 48 off I-80, 9am-2pm. Adults $3, family maximum $5, under 12 free. Contact: John Lutz, 39 Kinney Avenue, Mt. Pocono, PA 18344; 717/839-7465

BOURNE, MASSACHUSETTS, October 9. Cape Cod Chapter NRHS 8th Annual Railroad Show at Upper Cape Cod Regional Vocational Technical School, U.S. Route 6, 10am-4pm. Railroadiana, operating layouts, live music and food. Adults $2, seniors and ages 10-15 $1, under 10 free with adult, family maximum $5. Contact: Howard Goodwin, 18 Willard Street, Wareham, MA 02571; 508/295-5857.

ROANOKE, VIRGINIA, October 9-10. Western Virginia Railfair adjacent to Virginia Museum of Transportation, 303 Norfolk Avenue, 9am-4pm. Over 200 tables of railroadiana. Adults $4, 3-12 $1, under 3 free. Includes admission to museum. Contact: Virginia Museum of Transportation, 303 Norfolk Avenue, Roanoke, VA 24016; 703/342-5670.

SCOTTSDALE, ARIZONA, October 9-10. Railfair '93 at McCormick Railroad Park, 7301 East Indian Bend Road, 10am-5pm. Free admission. Contact: Rose Williams, McCormick Railroad Park, 7301 East Indian Bend Road, Scottsdale, AZ 85250; 602/994-2312 or Ron Ford, 8601 North 103rd Avenue #74, Peoria, AZ 85345-7481; 602/972-4331.

HANOVER, PENNSYLVANIA, October 15-31. Railroad art and photography show at 32 Carlisle Street, 10am-5pm Monday-Saturday, noon-5pm Sunday. Original railroad paintings and photos for sale, railroadiana displays, free admission. Contact: Hanover Area Arts Guild, P.O. Box 210, Hanover, PA 17331; 717/637-6506.

PHOENIX, ARIZONA, October 16. Sahuaro Central "Everything Railroad" Swap Meet at BCI Bingo Hall, 1210 East Indian School Road, 9am-1pm. Admission $2.50, children free with adult, tables $12 in advance, $15 at the door. Contact: Harold Shelton, 2337 West Stella Lane, Phoenix, AZ 85015; 602/242-0751.

DEARBORN, MICHIGAN, October 24. Trainorama '93 at Dearborn Civic Center, 15801 Michigan Avenue at Greenfield, 10am-4pm. Buy, sell and swap railroadiana. Railfan films and operating layouts. Admission $3, under 12 free with adult. Contact: Steve Johnson, P.O. Box 40225, Redford, MI 48240; 313/565-1027.

SPOKANE, WASHINGTON, October 24. Inland Empire Railway Historical Society Swap Meet & Show at Spokane Youth Sports Bingo Hall, E. 2230 Sprague, 10am-4pm. Admission $2, under 12 free with adult. Contact: Jerry Fey, 2804 E. 25th, Spokane, WA 99223; 509/535-7186.

TRAINMASTER OF CLEVELAND, 9695 Chillicothe Road, Kirtland, OH 44094 (216/256-8141), will hold train shows on the following dates at locations listed, 10am-4pm. Admission $2.50, family maximum $5, seniors $2.

October 24, Westlake, Ohio, Holiday Inn Westlake, 1100 Crocker Road.

November 6, Parma, Ohio, Parma High School, 6285 W. 54th Street. **November 14**, Euclid, Ohio, Euclid High School, 651 E. 222nd Street. **November 28**, Eastlake, Ohio, Eastlake High School, 34041 Stevens Boulevard.

STRASBURG, PENNSYLVANIA, October 31. Lancaster/Strasburg Train & Toy Show at Historic Strasburg Inn, Route 896, 9am-2pm. Admission $3, under 12 free with adult. Contact: Art Jankowski, 113 Bentley Lane, Lancaster, PA 17603; 717/872-6534.

BATAVIA, NEW YORK, October 31. Train Meet at Sheraton Batavia, 8250 Park Road, 9:30am-3pm. Adults $3, under 18 $1. Food available, door prizes, railroad videos. Contact: Max Stell, 8030 Lewiston Road, Batavia, NY 14020; 716/343-9472.

ELMONT, NEW YORK, October 31. Model Train & Toy Show at St. Vincent DePaul School Auditorium, 1510 DePaul Street, 10am-4pm. Adults $5, under 12 free with adult. Contact: Frank Deorio, 1510 DePaul Street, Elmont, NY 11003; 516/352-2127.

MT. CLEMENS, MICHIGAN, November 7. Gratiot Valley Railroad Club Fall 1993 Swap & Shop at Clintondale High School, 15 Mile at Little Mack, 10am-3pm. Adults $2.50, 12 and under free. Contact: Greg Rich, P.O. Box 214, Mt. Clemens, MI 48043-0214; 313/468-4877.

ASHEVILLE, NORTH CAROLINA, November 13. 4th Western Carolina Train Show at National Guard Armory, Exit 47 off I-40, 9am-4pm. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

HILLSBORO, OREGON, November 13. Railroadiana Swap Meet at Washington County FairPlex, 10am-4pm. Admission $2, ages 6-12 50c, under 6 free. Contact: Jerry Green, 1020 S.W. 193rd Ct., Aloha, OR 97006; 503/645-5444.

GREENSBORO, NORTH CAROLINA, November 20-21. 4th Triad Train & Hobby Show at Greensboro Coliseum Complex, 1921 W. Lee Street, 9am-4pm Saturday, 10am-4pm Sunday. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

FORT WAYNE, INDIANA, November 28. Train & Collectible Show at The Lantern, 4420 Ardmore, 11am-4pm. Over 150 tables. Admission $2, under 12 free, tables $12 in advance. Contact: Sally Valiton, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

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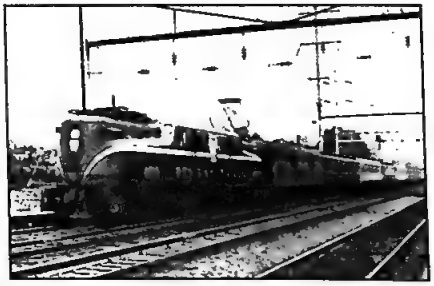

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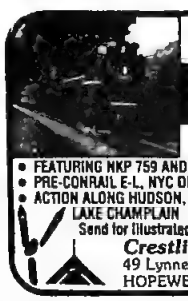

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Videos

BY MIKE DEL VECCHIO

New Arrivals

One of the more remarkable rail conveyances in 1993 has been Amtrak's X2000, a state-of-the-art trainset that tilts and steers around curves, thus allowing a higher track speed. Borrowed from Sweden and builder-ABB Traction for evaluation on U.S. rails, the X2000 was in regular service on the high-speed Northeast Corridor since January '93 and is now completing a diesel-hauled tour of the country. Pentrex crews were on some of the test runs and regular service trips of X2000, and they have put together an excellent program about this fascinating machine during its East Coast rambles titled **"Amtrak's X2000 Demonstration."** Pentrex really did their homework on this program — on-train footage is combined with helicopter shots, runbys along the Corridor, footage of the unloading at the Port of Baltimore and even ABB-supplied video of in-service X2000s in Sweden. Shots of interiors, a full explanation and illustration of the tilt mechanism and other state-of-the-art features, interior scenes and "talking heads" of important Amtrak personnel help to round out what I think is one of Pentrex's most complete shows to date. Modestly priced, this tape is a fine souvenir of X2000's visit to the U.S., whether you've ridden the train or not. Admittedly, I was impressed when Pentrex's rented helicopter couldn't keep up with the 153 m.p.h. X2000 on the Northeast Corridor. 30 minutes, $19.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax) from Pentrex, P.O. Box 94911, Pasadena, CA 91109.

"In Search of Narrow Gauge Mikados of the Rio Grande," from Green Frog Productions, 200 N. Cobb Parkway, Building 100, Suite 138, Marietta, GA 30062; 800/227-1336, is a well-done little show that visits the three railroads which operate Rio Grande narrow gauge 2-8-2s: the Huckleberry in Flint, Michigan; the Durango & Silverton Narrow Gauge and the Cumbres & Toltec Scenic Railroad. The program opens with K-27 "Mudhen" 464 on the Huckleberry, Marty Knox at the throttle and Tim Lab on the camera, and the viewer gets an overall view of this relatively unremarked loop-to-loop narrow gauge line. The D&SNG is presented next, followed by the C&TS. All of the footage was shot in the last year or two, and several days were spent on each railroad. Photographer Tim Lab shot this program on 16mm negative film, and he has a penchant for putting that little extra into

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his shooting — the scenes of both Colorado lines feature many unusual views obtained through lots of hiking, and extra elevation obtained through lots of extra climbing. Typical operations and paint jobs on each line are shown, and at Durango Tim got some especially spectacular footage in the roundhouse area. The video quality, cinematography, narration and presentation are all top notch. 90 minutes, $39.95 plus $5.00 for priority mail shipping.

Feature Reviews

"3967 Returns: Rocky Mountain Railroad Club 40th Anniversary Excursion," produced by Mark I Video, P.O. Box 404 New Milford, NJ 07646; 800/66-MARK-1, VHS only, VISA and MasterCard accepted, $24.95 plus $5.00 shipping (N.J. res. add 6% sales tax).

This 75-minute program covers the May 1993 weekend in which Union Pacific 4-6-6-4 3985 wore "wind wings" and not one but three numbers (and must have undergone an identity crisis unprecedented in the history of American locomotive practice) to commemorate in proper style the first of Union Pacific's modern era of steam fantrips. Replicating the Rocky Mountain Railroad Club's May 1953 Denver-to-Laramie round trip excursion hauled by coal-burning local-favorite 3967, the Challenger began its 1993 adventures by leaving home base at Cheyenne as 3985 — an unusual sight with new smoke deflectors. At Denver the 3985 became 3967 for the recreated excursion. And on the Sunday return to Cheyenne it was numbered 3718, the number which would have been assigned in the 1950s to the next coal-to-oil conversion — which didn't take place until 1990!

In any event, the weekend did occur, and those involved enjoyed it, though it is reported that several courses of "Let 3985 be 3985" were heard from purists. This tape deals with the three-day weekend chronologically, with all major aspects documented, including the application of the new 3967 smokebox shield and magnetic cab side numbers. And steam boss Steve Lee himself explains the logic of the 3718 number and how he could operate a renumbered locomotive on a CTC-controlled railroad. Maps show the route, and the tape explains the purpose of the 1953 excursion, which was to observe and photograph the regular service doubleheaders and helpers that would be eliminated when the new Harriman Line Track 3 was opened up a week later.

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Besides the excellent coverage of both the southbound and northbound ferry moves and the 1993 excursion itself, this tape makes excellent use of the 16mm color and black & white films shot by Otto Perry of the 1953 trip on Sherman Hill (supplied by the Rocky Club from its archives). You see in action the doubleheaded Challengers and 4-8-4s that stormed past the 3967 as it waited at Buford as well as streamliners behind E-units and the *City of St. Louis* with PAs. The vintage films of the original trip are balanced with still photos from several photographers, many of whom were present on this 1993 trip. Interviews with Dick Kindig, Jim Ehernberger, Stu Anderson and Charlie Max, who had been passengers four decades ago, compare and contrast the two eras of railroading most effectively. We are then treated to Charlie Max's 8mm movies of the 1953 trip, which he shot from the other side of the tracks from Otto Perry, giving us two views of the same action, both complete with well-recreated soundtracks.

Especially interesting to me was the use of some additional Otto Perry steam era footage of the often-overlooked Denver-Cheyenne line, which shows smaller power going about its lawful business, and Denver passenger station action with a two-tone grey 804 and the ever delightful mix of passenger equipment that characterized the UP during those days. Even a passenger 4-8-2 makes an appearance, as does C&S 2-8-0 641 which would bring down the final curtain on standard gauge freight operation in 1962.

The contemporary footage of all three Challengers runs the gamut of camera angles. There is pacing footage of both ferry moves, and the runpasts between Cheyenne and Denver show the customary grain elevators and rolling plains. The fantrip footage is indeed Sherman Hill, and even the heavens managed to recreate 1953 as the rains prevented some of the photo opportunities. Clever dome car shooting includes meets with other trains and a view of Hermosa Tunnel behind steam.

The film and video editing is highly professional, and the program moves smoothly and quickly. This tape tells a real story of the original 1953 trip and the 1993 re-enactment and is much more than just a "runby tape" of a fantrip.

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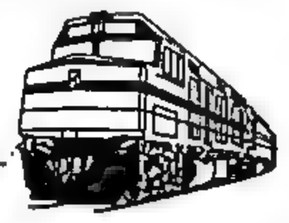
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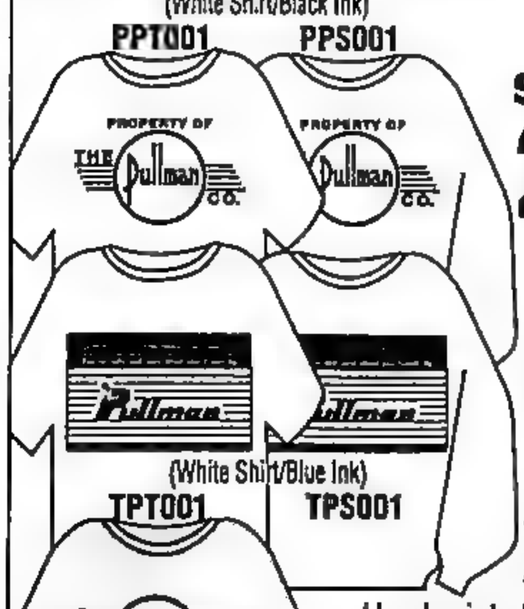
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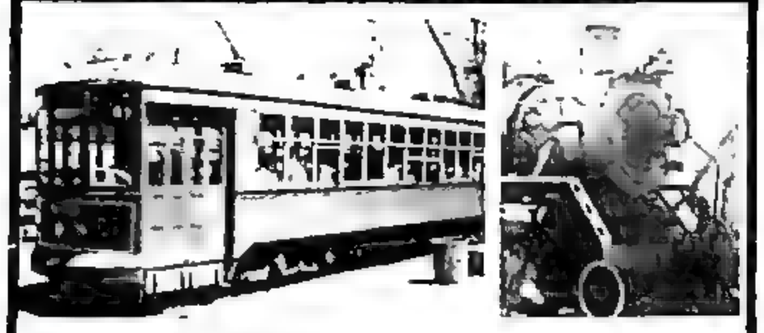

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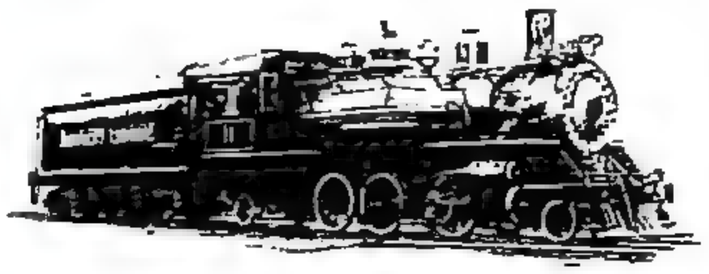

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Mark I videotapes, and I am pleased to report that I found it in all ways satisfactory — not merely because one of my slides was used on the jacket or that I was mentioned in the same breath as some of the masters of our craft, but simply because it is an excellent job all around. It is well written and intelligently narrated by R&R Editor Boyd and beautifully photogra[illegible]. I will sim[illegible] say, in sum, that as one who was preser[illegible] 1953 but unable to attend in 1993, I fou[illegible] very little to quarrel with. It is a quality work which can be enjoyed equally by my generation or by those whose memories of the UP begin with SD40s. Highly recommended — ROSS B. GRENARD

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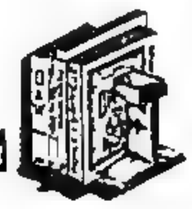

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Robert Jones completes his trilogy on Maine's two-footers (previous titles were *Two Feet Between the Rails and Two Feet to Tidewater*) with the new 256-page 8½"×11" hardcover *Two Feet to the Lakes – The Bridgton & Saco River Railroad*. From completion in 1883 through absorption by Maine Central in 1912 to abandonment in the 1940s, the B&SR story is well told with a host of supporting maps and more than 350 photographs, including eight pages in color. Despite the old age of the photos, most translate into very sharp and nicely toned reproductions. The difference between standard and narrow gauge railroading is dramatically demonstrated in the shot of B&SR 2-4-4-T No.5 alongside MEC 2-8-0 510. Elsewhere, there are fine views of B&SR motive power, cars, structures and more. Wrapping up with complete rosters and detailed S-scale drawings of selected equipment, it sells for $49.50 (Wash. res. add tax) from Pacific Fast Mail, P.O. Box 57, Edmonds, WA 98020.

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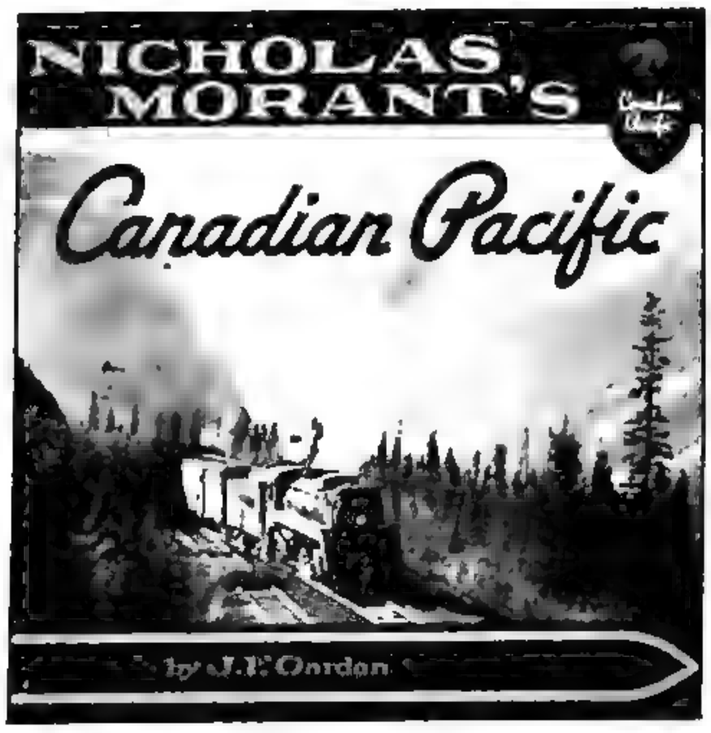

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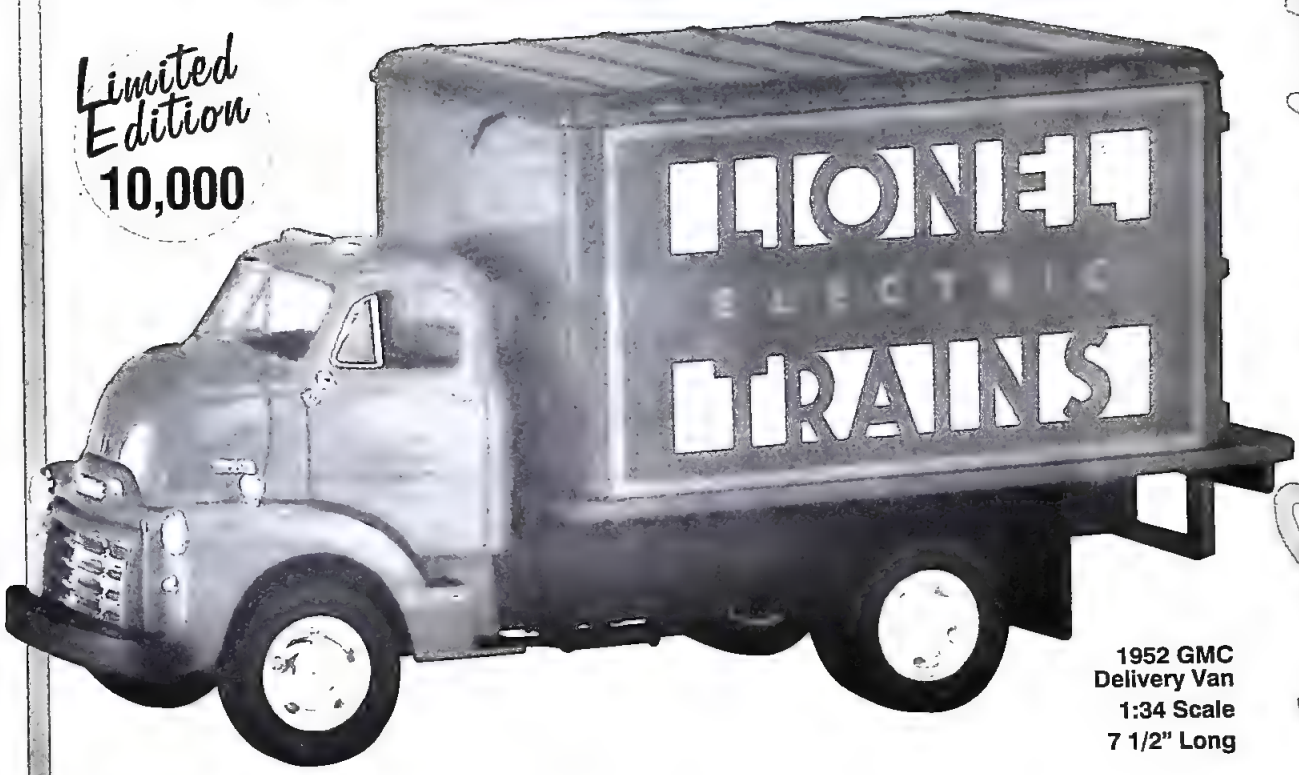

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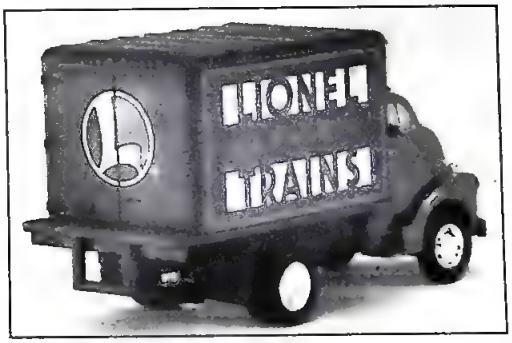

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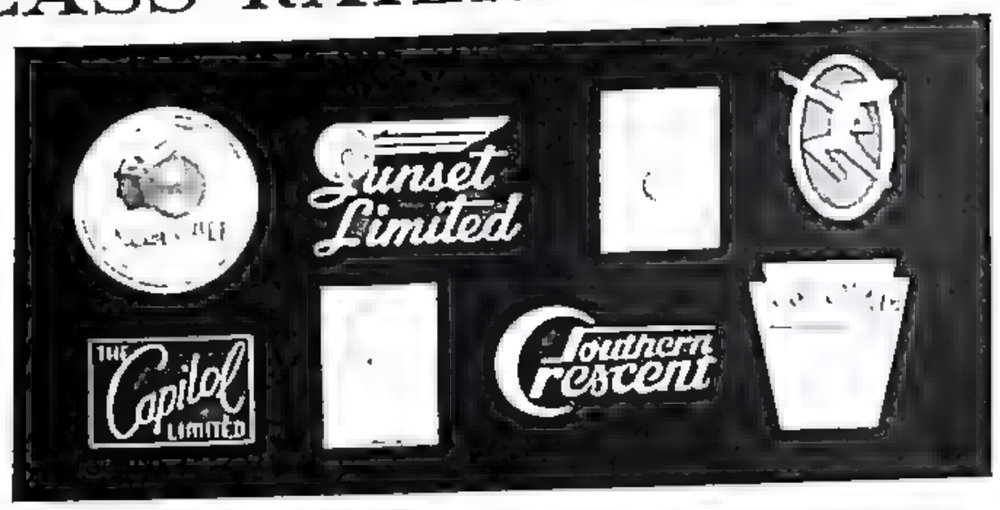

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illustration comes from nearly 400 black & white photographs. Most date back to around the turn of the century, when men hand shoveled snow out of cuts on the Addison Railroad and Shays moved trainloads of granite on the Hardwick & Woodbury. Diesel era scenes are shown as well, such as B&M Geeps detouring freight on the Green Mountain in 1967, D&H Sharks, GMRC Alcos and Guilford GEs. A handy and fairly detailed volume on a state whose railroads are seldom dealt with as a group, it sells for $50.00 plus $5.00 shipping from New England Press, P.O. Box 575, Shelburne, VT 05482.

Little Joe Shirt

The folks restoring Milwaukee Road Little Joe electric locomotive E-70 at Deer Lodge, Montana, have come up with another fund-raising commemorative product. MilWest and the Powell County Museum & Arts Foundation have teamed up with several other groups to produce and sell a gorgeous limited edition tee shirt carrying a silk-screened image of a Joe coming at you, with the Milwaukee Road herald looming behind the pantograph. A six-color process was used to apply the attractive and highly detailed artwork. The American-made, 100% pre-shrunk cotton shirts come in gray and are available in sizes M, L and XL for $15.00 or XXL for $18.00, plus $4.00 shipping, from the E-70 Project, 4001 5th Avenue North, Great Falls, MT 59405. Delivery is by first class priority mail.

Calendar Call

Once again, Nils Huxtable's Steamscenes brings us the year's first selection of railroad calendars. All four of their 1994 color calendars have excellent printing and fold out 11½"×18", with highly detailed photo captions. The "Passing Trains Calendar 1994" offers diesel subjects like Rio Grande GP40s and UP SD60s in the snow, a BN GP30/B30-7A combo on the Oregon Trunk, St. Maries River Railroad GP9s on a timber trestle and a superb panoramic view of Santa Fe's Abo Canyon with Super Fleet units pulling a long pig train. There's also steam action with A&WP 4-6-2 290, California Western 2-8-2 No.45 and NKP 2-8-4 765. The "Southern Pacific Calendar 1994" takes us back to narrow gauge Ten-Wheeler No.18 at Laws, a doubleheaded steam excursion on the Jawbone Branch and a U30C leading SD9s and an SD7 with freight up the east side of the Tehachapis, then shows us today's tunnel motors in the snow-covered Oregon Cas-

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cades, restored 2-5-2 [illegible] crossing a wood trestle and other SP scenes. Heading north, the "Canadian Trains Calendar 1994" has action like BC Rail Dash 8-40CMs descending into Lillooet, PGE RS3s rolling stock cars across a timber trestle, a CPR G3j 4-6-2 departing Montreal, ONR FP7s in passenger service, maroon and gray CP F-units on Kicking Horse Pass and Northern Alberta GP9s crossing a prairie trestle. Steamscenes crosses the Atlantic with its "Seasons of Steam Calendar 1994," depicting British steam in regular service and in restored operation. Highlights include 2-6-0 *Cameron of Lochiel* on the Glenfinnan viaduct amid the rugged Scottish Highlands, GWR 4-6-0 7819 storming out of a tunnel in snow-bound country and Southern Railway's 4-6-0 926 rendered in silhouette against a sunset. The four calendars sell for $9.95 each postpaid (20% discount for two or more) from Steamscenes, Box 8014-8, Blaine, WA 98230. Canadians add $1.00 GST and order from Steamscenes, 2254 Lawson Avenue, West Vancouver, BC V7V 2E4.

Traction Publications **by Joe L. Diaz**

CONNECTICUT COMPANY'S STREETCARS by Frederick A. Kramer with Ed Wadhams is a wonderful look at a major street railway operation long gone but remaining fascinating to many. The many divisions were spread across the state, centering on important cities and commercial areas. This is a 96-page, 8½"×11" book, available in a perfect-bound softcover edition or a deluxe hardbound edition with color covers. There are 149 black & white photographs which include excellent views of the varied equipment in operation, affording the reader a marvelous look back. Seventy-five photographs herein are from the lens and/or collection of Jeffrey K. Winslow, noted traction fan. The reproduction is excellent, and the captions are both descriptive and satisfying. Numerous of the photos are reproduced full page in size. Most others are one half page or larger.

There are eight detailed route diagrams arranged by division. Most are half-page in size. Because the railway was largely single track in many areas, city and rural, the operation is easy to follow. Additionally, there are listings of significant rail line dates, arranged by division. The car rosters are also arranged by division. These listings are detailed and extensive. There is also a modest sprinkling of tickets, transfers and schedules/timetables.

There is a brief, but very understandable, account of the Connecticut Company's origins and formation. The large and varied roster or work equipment is well illustrated and described. This is a wonderful book that will pleasure and satisfy any street railway fan so very much for a modest amount of money. It is available from Carstens Publications, P.O. Box 700, Newton, NJ 07860-0700, for $21.95 softbound or $26.95 for hardbound, plus $2.00 shipping per book.

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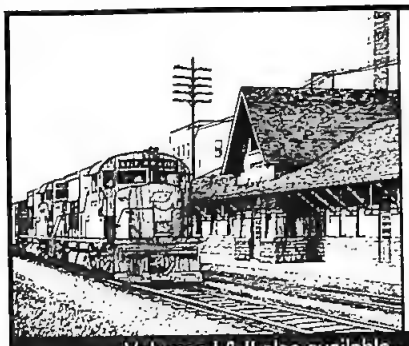
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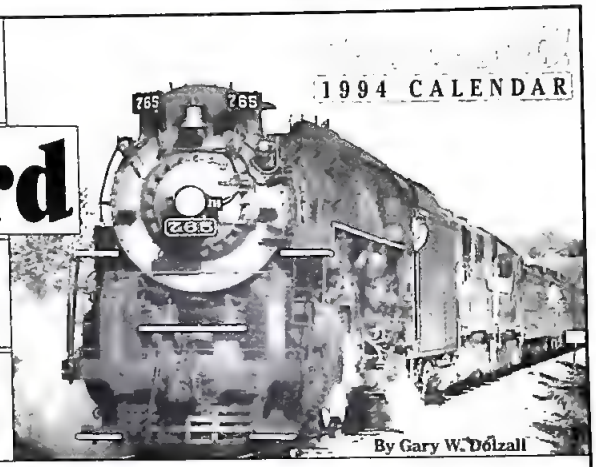

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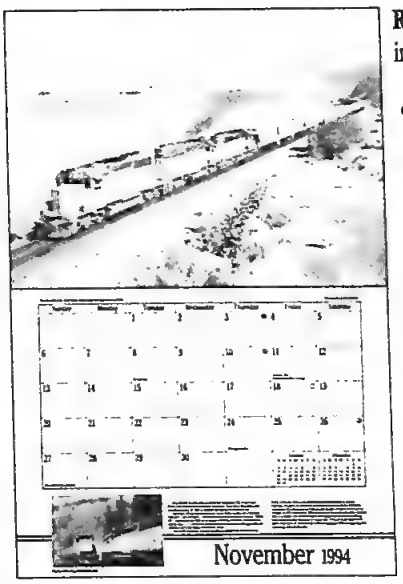
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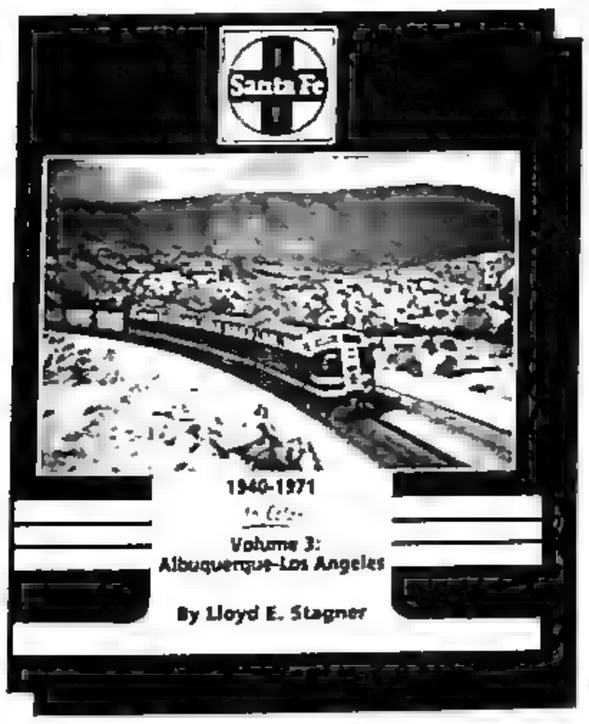

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"At the tender age of three I lived in York, Pa., where the Pennsylvania Railroad tracks were just beyond the back fence. I spent many hours watching the local switch engine perform its chores. Two years later my family moved to Ferndale, Michigan, and there our house was only one block from the GTW main line out of Detroit. My boyhood friend George Dostie (who continues to be a railfan to this day) and I made frequent trips to our favorite spot, the Pleasant Ridge Avenue crossing. There we were treated to a parade of Pacifics, Mikados and Consolidations of the WWII era.

"Later, at age nine, I went on a great adventure with my grandparents to the lands of the Lone Ranger and Tonto, the Great American Southwest. As we traveled my grandfather would ask me 'John, what railroad will we see in the next town?' He was particularly savvy about such things, having worked for the Kansas City Southern, Missouri & Arkansas and the Pere Marquette in earlier years. On that trip I made my first train diary to record motive power sightings. My purpose in doing so was to determine if I had seen in action one of the Baldwin engines in my photo collection. Indeed, I did see some on the Wabash, Frisco, Santa Fe, SP and the CB&Q.

"My family moved to New Mexico in 1948. The Santa Fe was still using the big Northern and Texas types on fast freights throughout the state. As steam faded in the 1950s, so did my desire to become a steam locomotive engineer. I decided to keep the term "engineer" and put "mechanical" in front of it.

"Having some interest in aviation also, I served 21 years in the Air Force after graduating from the University of New Mexico in 1958. My duty stations provided a variety of railfan opportunities, including the SP in Tucson, Ariz.; the ATSF/SP/UP near Edwards AFB, Calif., and the RF&P and Southern Railway in Alexandria, Va. Even a tour in Los Angeles was such that I could view the Santa Fe harbor line from my office window while working on the precursor technology to Star Wars.

"After retiring from the USAF I stayed in Southern California until 1988 when I returned to New Mexico. Over the years I had

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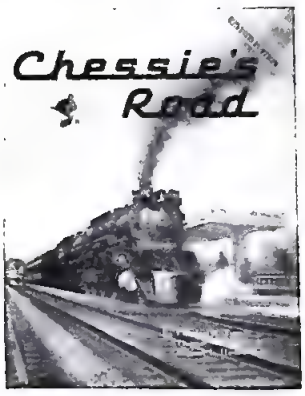

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developed a pretty good knowledge of the AT&SF and SP in the Southwest. However, I knew little of BN operations or topographic character of their line that slices across the northeast corner of New Mexico. A visit to Capulin Mountain National Monument in late 1988 with an associated trip over Trinchera Pass aroused my curiosity about this portion of trackage in New Mexico. Additional visits in 1989 added to my interest.

"Then, in May 1992, I suggested to my wife that we spend our 22nd wedding anniversary traipsing around the wilds of northeastern New Mexico operating out of Clayton and Folsom. Much to my surprise she agreed. That trip provided the genesis for the Trinchera Pass article. More trips were made in July and November.

"I discovered the three horseshoe curves by a casual studying of my aeronautical charts one day (I'm a member of the Civil Air Patrol). I had seen the Folsom horseshoe in 1988 and had made a mental note at that time that the area should be interesting for railroad photography and sound recording. Discovery of *three* horseshoes within eight highway miles of each other just confirmed that a trip to Folsom was mandatory!

"I now live in Alameda, N.M., a suburb of Albuquerque. It is five blocks to the Santa Fe main. I can't see the trains from my house, but I hear them. Somehow it is comforting to listen to the engineer move it up a couple of notches as the unit coal train passes through on a warm summer evening.

My wife and I have six children and twelve grandchildren. Two of our sons, John, Jr., and Rick, are thoroughly stricken train nuts. I wonder if it's a genetic trait?"

Keith Ardinger

The man who arranged the Washington Central photo freight and wrote the feature in this issue was born during April of 1943 in Washington, D.C. His mother, Ellen, worked for the government while his father, Albert, was in the Army. Keith began watching trains in the Washington area during the late 1940s when his dad would take him to the active Potomac-area main lines. After his family moved to south Florida in 1952, the nearby SAL branch to Homestead drew the interest of Keith and his younger brother Ken. Brother Ken began taking some black and white photos around 1959 while Keith was shooting 8mm movies about that time — Keith got into slides in '62. Even with a lot of sibling rivalry both managed to work together to scour Florida and much of the Deep South for short lines, industrials and main line roster and action photos.

After attending Miami-Dade Junior College and the University of Miami, Keith worked at the distribution center of a large

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department store. [illegible] he moved with his family to Utah where in between chasing trains, he got into portrait photography. A job with Photo Corporation of America took him to the Portland, Oregon, area in 1977. In 1987 he and wife Sherry started their own portrait company serving financial institutions.

Keith has had a number of photos published in various railfan publications and books. His most cherished moments in train chasing include tracking down the Bosques de Chihuahua Fairbanks-Morse units in northern Mexico in the early '70s and shooting two Milwaukee "Joes" racing BN Geeps down Silver Bow Canyon in Montana.

Keith recalls, "I began with a 127 camera of poor quality and then got a Conair Ruby 35mm in 1962 for the grand sum of $12.00. It lasted through ten rolls of film before the gears disintegrated. A Konica, several Minolta SR-7s and a Nikon F later I was finally convinced to stick with the Nikon equipment. A good friend, Dr. Bob Robl, helped me get an F36-drive Nikon which no doubt helped Kodak a great deal. My original Nikon drive served well until about 1980 when in the midst of a roll the wiring reversed so that holding down the release button stopped it and letting up made it fire. I was forced into the electronic age with my first F3 and an FE2. I still keep the F body for time exposures — no battery required. I almost always use Kodachrome 25; the newer emulsions have their followers, but I feel Kodachrome is unsurpassed in color accuracy and longevity. I feel current Nikon lenses are a match of much more costly equipment. Unfortunately, it seems Kodak is heading toward ending Kodachrome in the next few years. That will be a great loss to those who care about quality.

"As with many of my age group, the demise of so many favorite roads and classes of locomotives put a dent in the interest level for several years. The many new short lines and paint schemes of the last few years have helped get me shooting more."

Keith Ardinger has been a long-time contributor to R&R, and this is his first feature byline.

David Patch

The name of this author should be especially familiar to our Eastern readers. A full-time newspaper writer and photographer who also does a monthly column for *Railpace* Newsmagazine, Dave responded to our request for a biography with a complete, ready to go manuscript. We wouldn't want to waste it:

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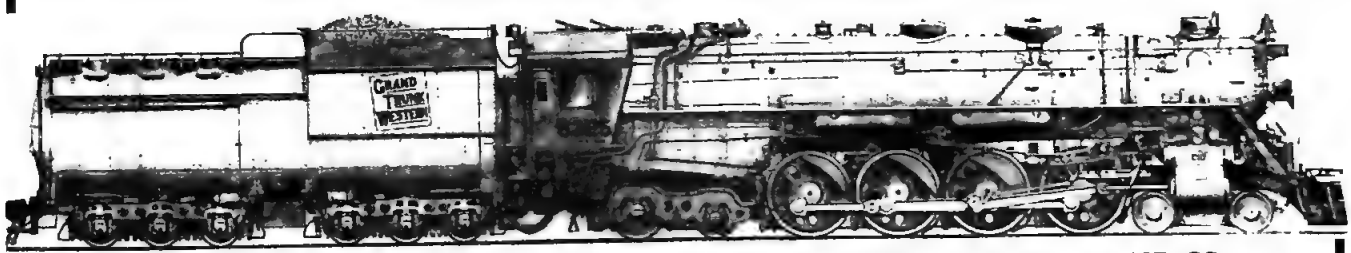

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after I was born on June 11, 1966. During the first few years of my life, when my family still lived in Brooklyn Heights, N.Y., we would take the train from Grand Central out to New London, Conn., to the weekend, summer and, eventually, retirement home that my parents bought in Old Lyme in 1967. After we moved to suburban Pelham Manor in 1970, the regular train rides ended, but there were still trips into the city by train, and our drives east on I-95 to Old Lyme paralleled the tracks most of the way (yet another rail customer lost, right?).

"I was just a casual train 'liker' until the summer of 1987, however, when I discovered the combination of camera and automobile. During my senior year that fall at Cornell University, where I was studying political science, I met other railfans affiliated with the Cornell Chapter NRHS and was introduced to the depth of the railfan hobby.

"My professional background is as a journalist — another interest I have had since childhood, but it manifested itself earlier. I was on the staff of the Cornell *Daily Sun* all four years, and I was an editor for two. I am currently employed as a reporter for the Middletown *Press* in Connecticut, and I've occasionally written articles about Shore Line East and other local railroad issues for the newspaper.

"My journalistic approach extends itself to my philosophy as a railfan. Although, like most fans I know, I prefer to see trains with clean locomotives that are facing the 'right' way, I think it's important to document railroading in its natural state whatever that my be. A beat-up looking Springfield Terminal SD26 or a filthy SP tunnel motor represent those railroads much more honestly than glistening engines would. That doesn't mean I'll launch a 50-mile chase of something ugly, but it does mean that I won't pass it up out of hand. I think there are a lot of people who still take something mundane for granted and then lament its passing. Similarly, I sometimes prefer to stray away from main line railroading to explore a secondary operation that may have something unique to offer in terms of scenery, equipment or operations.

"I have written a Southern New England regional column for *Railpace* Newsmagazine since September 1988. I generally

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don't believe in keeping secrets, although I try to honor authors' requests for secrecy. If I could change one thing about myself it would be that I would be better about making quicker replies to other people's letters. But my job and railfan writing keep me in front of a computer screen for such a time that answering letters is sometimes hard to get to.

"Thanks to my bachelor status I've been able to devote much of my vacation time in recent years to railfan travel and have gone to California, Chicago, western Pennsylvania and various places in eastern Canada. I retain a particular affinity for upstate New York and travel there often. I consider my efforts near home to be an equally important part of my photo collection. However, I feel that railroading in southern New England is currently in a transition stage, and it will change at least as much in the next 30 years as it did in the last 30. In this regard I see myself as a recording historian. Career pursuits may also lead me eventually to relocate, in which case I hope to have very few 'I should have done that while I lived there' regrets."

David Patch has contributed numerous news photos and information over the years, but this is his first R&R feature article.

On the Menu

BY JAMES D. PORTERFIELD

Ride 'n Dine

It may reflect an interest in history or perhaps my ambitions as a writer, but I tend to favor activities that allow me to recreate in my own mind the experiences of others in the past. Just such "time traveling" is available on the Bellefonte Historical Railroad in Pennsylvania.

On the last Friday of every month during January through October, a fascinating bit of rail dining history is re-enacted on the line out of Bellefonte. A 6:00 p.m. train departs the 105-year-old former-PRR station in the heart of what is a genuine page-from-the-past village setting. It passes Sunnyside Yard to run along 30 miles of previously-Pennsy track to what is today Vail Junction. There passengers detrain as they did for more than one hundred years at station eating houses all across America. They enjoy a meal nearby before reboarding the train to continue their journey (actually, they return to Bellefonte by 10:45 p.m.). All of this takes place in a atmosphere of conviviality one would expect among a group of like-minded

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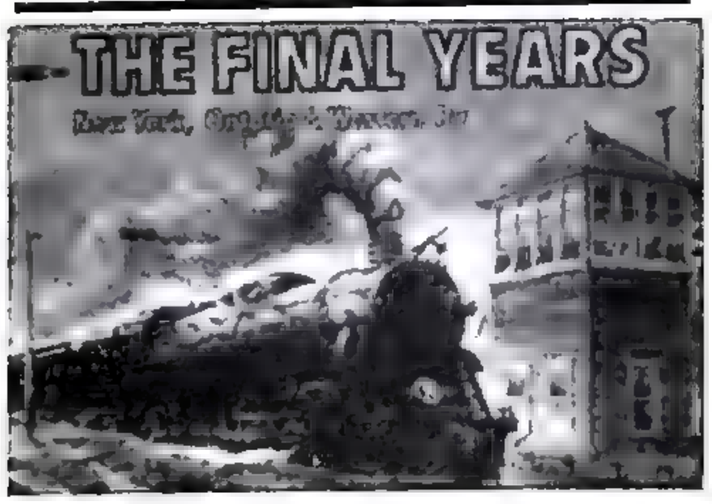

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travelers clickety-clack along a remote stretch of track en route to a meal.

The train is made up of two Budd RDC1s: 9167 was built for the New Haven in 1952, and the 1953 was built in 1962 for the Reading. Both have coach seating throughout, and they carry up to 125 passengers — a limit imposed by the restaurant capacity, not the cars. On this, the railroad's "Ride 'n Dine" night, the train crew is drawn from the 200-plus Bellefonte Historical Railroad Society members.

Located just minutes from Interstate 80 and less than an hour's drive from the Horseshoe Curve National Historic Landmark, rail-history-rich Altoona and other sites along America's Industrial Heritage route, the Bellefonte-to-Vail train operates among a number of points of historic interest. You can take in Bellefonte's National Register Historic District as you await departure. You pull out past Gamble Mill, a grist mill built in 1800. You travel for several miles along the route of the region's earliest railroad, the Bellefonte & Snow Shoe built in 1859. You pass the 19th Century McCoy Dam, power source for Milesburg Iron Works; the remains of Marth Furnace, built in the early 1800s, and other traces of the mining, iron-making, milling, tanning and brick-making industries.

Your eating house — reached by a quarter-mile bus ride — is the Coachlite Restaurant. It occupies what was once a railroad hangout for crews laying over. Located adjacent to Vail Junction, where today's Nittany & Bald Eagle Railroad meets Conrail, the building remains true to its heritage. There is a restaurant and bar downstairs. Ten bedrooms upstairs attest to the building's earlier role. Listen carefully and you may hear echoes of loud bragging, a raucous card game or heavy snores.

At the Coachlite you are the guest of owner Wilber Miller. True to the eating house experience, Mr. Miller offers up a variety of tantalizing hot victuals with speed and grace — after all, your train is waiting. He pulls this off by setting out a pre-determined appetizer, salad and dessert accompanied by a three-entree buffet for the main course. Expect a hot soup in winter or a fruit salad in summer for your appetizer; a fresh garden salad; buffet selections of rolled prime rib with stuffing, a breast of chicken and broiled or fried fish; boiled red potatoes with butter and parsley with vegetables of the season on the side; then either fruit pie or a brownie, both a la mode. As departure time nears, you once more join your counterparts from times past as you worry over missing your train.

The two-and-a-half-year-old Ride 'n Dine night is always fun, but what makes it worth noting now is the coming splendor of central Pennsylvania's fall foliage. You see, this train passes through rural settings that have been sanctified by none less than railfan extraordinaire Lucius Beebe. It was he who argued in *Mixed Train Daily* that this area could just be the "most lyrically beautiful countryside of any short line." The Bellefonte-Vail train, as did the Bellefonte-State College train Beebe referred to, winds "through fields of grazing cattle and under arching trees that were old when the stages came."

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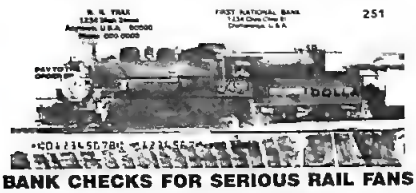

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the Ride 'n Dine schedule is augmented by "Queen of the Valley" specials on October 10th, 16th and 24th. These also traverse Bald Eagle Valley in the Seven Mountains region. Departure times, locations and fares vary. On October 2nd, 23rd and 30th these trips are combined with rail/bus tours to Horseshoe Curve and Johnstown Flood historic sites.

The town of Bellefonte is located five miles south of I-80 at Exit 24. Ride 'n Dine's fare including train ticket, bus transfer, dinner and gratuities, is $20.00 per person. Bar service, available at the restaurant, is not included. Reservations are required. For best results, make them two to three weeks in advance. Shorter notice can be handled, but on a space-available basis. Charters for groups of 60 or more are available on other evenings. If you require a special diet, make this known when you book reservations and your needs can be accommodated. C 814/355-0311 or 814/355-2397.

Before you say, "Well, that's nice Portfield, but I'm many miles from Bellefonte," consider this: Similar experiences await you all across America. Within a couple of hours drive from my home in central Pennsylvania, I can also enjoy meals on the West Shore Railroad in Lewisburg and the Strasburg Rail Road, eat a box lunch aboard the Knox & Kane Railroad in Marienville and, once a year if I am lucky and reserve early, eat on an *Electroliner* at the Rockhill Trolley Museum in Orbisonia. And this doesn't include a growing number of restaurants in restored train stations or rolling stock. As you travel, wherever you are, consult your *Steam Passenger Service Directory*, the Yellow Pages, state tourism department or AAA directories, and make rail dining a part of your travel plans. *Bon appetit!*

Camera Bag

BY JIM BOYD

Video: Amateur, Professional and Broadcast

At the pizza session following the Tri-State Chapter NRHS meeting a couple of weeks ago I got into a discussion with Tom Kelcec, a longtime friend who has been doing video reviews for R&R. Tom was observing the difference between even the best of commercial railfan videos and the typical programs on similar topics (airplanes, military, etc.) that you see on broadcast and cable television. If these guys (the railfan video producers) are "pros," he asked, "why don't their productions have the polish that we're accustomed to seeing on commercial TV?"

It was a good question, and it got me thinking. I had just finished scripting tapes for Marc Balkin's Mark I Video on the UP 3967 weekend and the triple-header rotary snowplow on the C&TS (Tom and John Briggs had done the camera work on the latter), and I thought I'd done a pretty good job. But while they were good by "railfan video" standards, the programs weren't quite Discovery Channel quality. Why not? Could Marc and Tom and John and I have done a better job?

What makes broadcast video productions different from the railfan pros or even the experienced amateur? I think the answer lies in three areas, and they all add up to one overriding item: cost. In the high-budget realm of broadcast video, the producer has access to three things that even the biggest of railfan video producers cannot afford: (1) total control, (2) boom and dolly equipment and (3) a music score. Add those three elements to almost any good railfan video and

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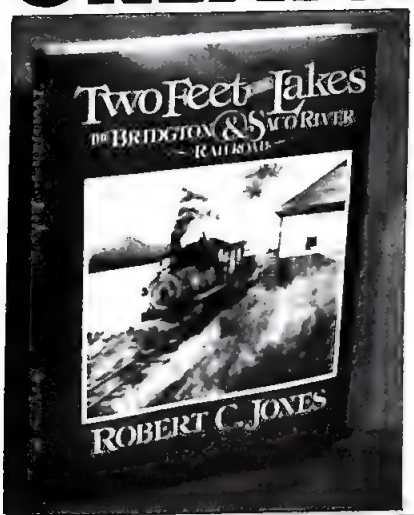

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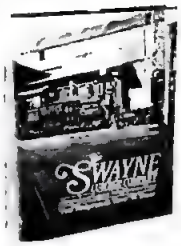

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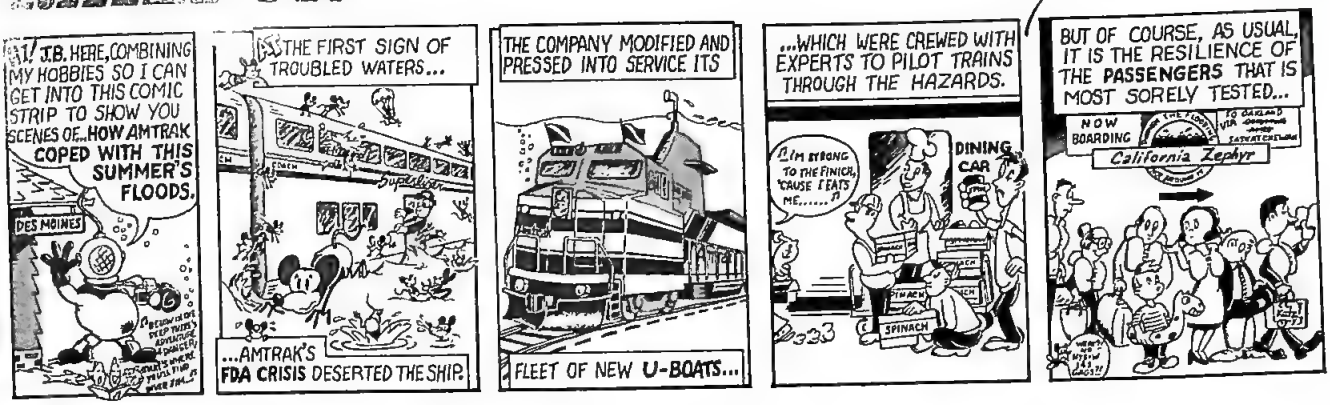
by CURT KATZ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you'd have a broadcast quality program.

The most important aspect of professional and amateur railfan video is the lack of total control. On nearly all events and documentaries, the video producer has to take the action as it comes. It's like news coverage in that the video producer is an observer of the action rather than the creator of it (this was brought home when I saw a clip on cable about how Clint Eastwood directed some scenes in *The Unforgiven*, where the action was rehearsed over and over and camera positions and lighting were "tweaked" with each try — Doyle McCormack had described similar detail in his participation with SP 4-8-4 4449 in the filming of *Tough Guys*).

Even in a situation like Greg Scholl chartering a photo freight on the C&TS, he had to stage the action for the paying participants, not just for himself, and with part of the railroad unavailable due to a washout under the snow, he lost control of the most basic element of his planned trip. And in the same context, he had no control over the weather and could not hold the trip until the proper weather was available. Nearly all commercial railfan videos face the same problems to one degree or another.

And since the railfan video producer is a mere observer of the action, he usually cannot avail himself of some of the most basic tools of the motion picture and video industry: booms and dollies. These are mobile camera platforms that can permit the camera to move along with or sweep up above and through the action. These are used in almost every motion picture or video production that you see in a theater or on your home screen. Hand held or even tripoded cameras with only zoom and pan capability simply cannot match the "professional" look of a moving or booming camera.

The third element is music. Most railfan video producers have to use "public domain" music or inexpensive "canned" commercial music that is seldom truly appropriate for the action. Good quality recorded music can be expensive to purchase for commercial purposes — and there are legions of lawyers who deal with folks who use name brand music without permission. Look at almost any commercial television or movie production and notice how important the musical score is to the overall professional feel of the finished production. This is rarely available in the railfan video market.

I had the opportunity to observe the filming of one "railfan" video that had a very large budget and could afford the three ele-

(continued on page 39)

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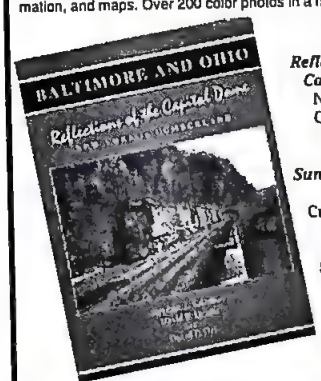

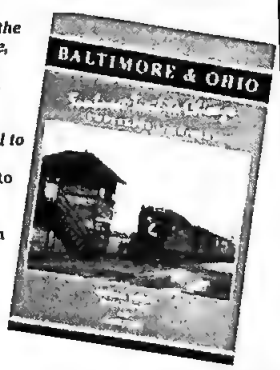

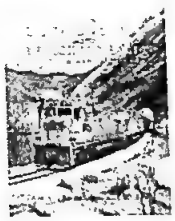

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Transit Currents

Moving Ahead

The so-called Hudson Waterfront Trolley in New Jersey is a most ambitious undertaking that is expected to provide major benefits for the area. It is predicted that the new trolley service will attract about 50,000 round-trip riders each weekday, carried in a fleet of 44 articulated light railcars. The result will be an estimated 13,600 automobiles taken off the very congested roads in the area. With the NJ Transit board approving the project on February 10, 1993, and assuming that some remaining contentious issues will be solved, the double-track light rail line will open in 1997. There will be 24 stations along the projected line that runs from the Vince Lombardi service area on the New Jersey Turnpike in Ridgefield to the Route 440 park-and-ride in the southwestern part of Jersey City. Key station locations will include the Port Imperial ferry dock near the Lincoln Tunnel in Weehawken, Hoboken Terminal, Exchange Place and Liberty State Park.

Meanwhile, NJ Transit is kicking around the idea of extensions to its rail lines. Readers already know that there have been a number of so-called connections that would allow riders more convenient access to Newark, Hoboken and Penn Station in Manhattan. Also being considered are extensions of the Boonton Line from Netcong west to Hackettstown and restoration of commuter service on the New York, Susquehanna & Western Railroad, perhaps reaching as far west as Warwick, New York.

New Jersey is the nation's number one commuter state, and the kind of money that the federal government spends there is indicative of this. Recent federal grants include $100 million to start up the construction of the Allied Junction/Secaucus Transfer. There are $41.7 million available for the purchase of new electric locomotives. This mode of power will be needed when NJ Transit commuter trains begin to run directly into midtown Manhattan from its Morris & Essex lines in 1995. Federal operating subsidies of $38 million are also available.

Among intriguing future possibilities, look for the state of New Jersey to move toward buying the Lackawanna Cutoff so that commuter service from northwest New Jersey can be extended to the Delaware Water Gap and points to the west in Pennsylvania. Thanks very much to David P. Kornfeld for all the good news from New Jersey.

Portland Low-Floor Car

Portland, Oregon, is the first U.S. transit property to order a low-floor light rapid transit car. Thanks to Steve Morgan, we have some information about what the proposed vehicles will be like. They will be 92 feet long and 8.7 feet wide, which makes them three feet longer than the current Portland light railcars. The cars will be only 14 inches above the top of the rail, and 70% of the passenger compartment will be at that low height. Eight doors, with four per side, will be in the low-floor area. The center doors will be equipped with a bridge plate that the operator or passengers will deploy, offering smooth boarding for wheelchair users. The design load for the cars is 189 people. The roof will be the location of the heating and air conditioning units that are

Baltimore's Ridership Problems

Maybe the north end of the line was built along a railroad line that was simply available rather than in a place where the people were. More likely, it is because there are not enough parking places at stations in areas where few people can walk to for access. Maybe it's because the whole system isn't done yet. The maybes all involve the Baltimore Light Rail line that, after a year in operation, is averaging less than 8200 passengers a day rather than the 30,000 to 35,000 that were expected to use the system once it had matured. Clearly, management and planners expected the maturing of ridership to move more quickly than it has. The 19.5-mile line runs from Timonium in Baltimore County at the north through downtown Baltimore to Linthicum in Ann Arundel County to the south. The trains are crowded at rush hour, and when there is a Baltimore Orioles baseball game at Camden Yards, the trains are heavily used. Otherwise, ridership is ho-hum. Parking is probably a major need at the stations along the line out in the northern residential areas. On a positive note, much more parking space will be added to the south end when the line finally is pushed out past Linthicum to Dorsey Road. Let's not forget the line is to be extended north to Hunt Valley as well as Penn State and Baltimore-Washington International Airport. Thanks to Marion J. Zych for the news.

West Coast Rail Action

No doubt about it, there is a great deal of action in rail transit on the West Coast. Portland, Oregon, for example, is making

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

in New Jersey

major decisions for significant expansion of its light rail service. Completion of new construction is a ways off, but new cars are not, and Tri-Met in Portland is about to purchase 37 low-floor light rail cars. North of Portland, the Burlington Northern brought a train to Seattle in early March to demonstrate what a proposed commuter route between Tacoma, Seattle and Everett would be like. For the demonstration the BN sent its special business, promotion and marketing train all the way from Kansas City. Government and civic officials lounged around in great comfort as the train ran along the proposed route. Commuter trains, of course, would probably not feature lounge and restaurant cars, but rather be equipped as much more utilitarian commuter-style rolling stock.

The proposed system of commuter rail is expected to cost approximately $250 million, which would be spent for passing sidings, storage yards, stations and a new signal system. Burlington Northern's D.J. Mitchell, assistant to the BN board chairman, promised local leaders that a commuter rail service could be put into effect in 24 months. Running time would be about an hour between Everett and Seattle, and about 50 minutes between Tacoma and Seattle. The commuter rail service is part of an almost $10-billion transit improvement plan that, if adopted, would include more than 80 miles of light rail, commuter rail and a vastly expanded and improved bus service.

To the south in San Francisco, the debate is hot and heavy on just how BART is going to get into the San Francisco International Airport. Most of the plans have the rapid transit line end up at a distance from the airport terminals, and then light rail trains would take the passengers all the way into the terminal building. How to do the job without running up something akin to the national debt is the problem. But there is a time line, and whatever is done has officials hoping it will be completed by the year 2001, after which the folks at San Francisco can take a BART odyssey to the airport. Thanks very much to Tom McGarry for the news.

San Diego Trolley to Old Town

The San Diego Trolley is in the process of being extended north from the Centre City. When the current project is complete, the new line will provide service north from Centre City to Little Italy, Harborview, Middletown and Old Town. An 1890s American style station and transit center will be constructed in Old Town at Taylor and Congress streets. Some people are concerned about the Mass Transit Development Board's plan to make the Old Town station a major bus interchange point with an estimated 60 buses an hour coming into the Old Town station. Thanks to Douglas I. Duncan.

MARION J. ZYCH

HEAVY DUTY TRACK comprised of welded rail Pandrol clipped to concrete ties supports a Baltimore Light Rail car as it passes Nursery Road Station. The 19.5-mile line runs from Timonium to Linthicum.

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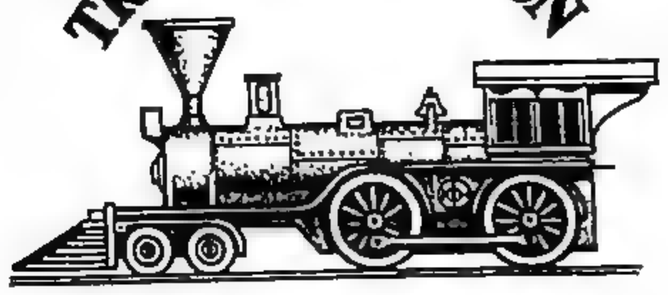

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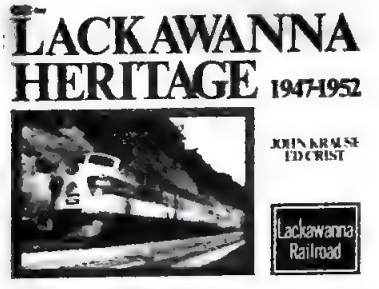

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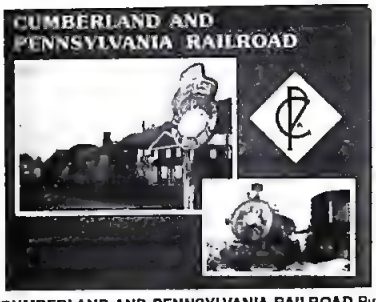

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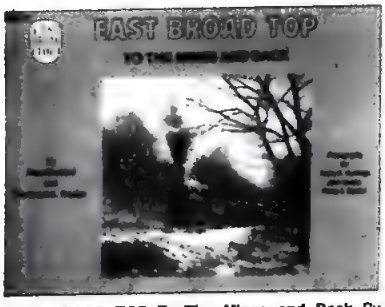

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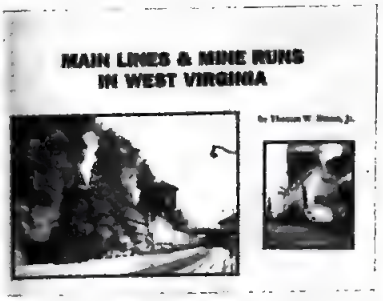

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(cont... from page 5)

men... mentioned. Spot Services, Inc., was ... to produce the official video for the C... fornia Railroad Museum's tenth anniversary celebration. The video *Railfair '91* was intended for long-term sale at the museum, and it was budgeted on a scale that the typical railfan producer could not begin to approach for a tape in the usual $29.95 price range (the retail price, incidentally, for *Railfair '91*). Executive producer and director of photography Gary Tomsic and director Barry Landon had more than a dozen people in their field crew and were supported by three writers and two editors. While they shot some of the action "news style" like Pentrex and Berkshire were doing at the same time of the steam ferry moves, pageant and day-by-day activity of Railfair, they also had some situations where they were in total control. I watched them set up one segment of night action using a "Jimmy jib" boom to swing the camera in front of and then sweep over an oncoming locomotive. It was awesome. They also used the boom to great advantage in daytime setups as well. To top it off, the production was hosted on-camera by singer/actor Hoyt Axton and was backed up by an original music score and included a handful of musical production numbers. Stuff like that ain't cheap.

So if you've ever wondered why more railfan videos haven't made it to cable TV, I think you can now understand the problem. Given a budget and a contract, most of the railfan video producers would be capable of cable-quality production, but in the retail railfan video market, there simply isn't the volume to justify the expenditure — and, besides, any video produced for "general consumption" would probably have to be too simple in terminology to satisfy the knowledgeable railfan who doesn't need the term "4-8-4" defined every time it's used. (This is not to say that some as-produced railfan videos haven't made it to cable; Carl Schultz of Transit Gloria Mundi got his *Trolley: The Cars That Built Our Cities* onto A&E cable network's *Time Machine*, where it can still be seen in rerun.)

When you consider the points mentioned here, it's easy to see why the railfan video market of today delivers the specialized product that it does, and why that product differs in appearance from typical broadcast TV imagery. And you railfan camcorder shooters shouldn't get frustrated when you realize that your video work looks more like "home movies" than the typical commercial railfan production — for the railfan video producers often have the use of more than one camera crew and have extensive editing capability that most amateurs lack.

With the high quality camcorders on the market today, exposure, color and sharpness can approach broadcast quality — particularly with Hi8 equipment — without having to invest in a Betacam SP camera that costs more than my house. But the secret to professional looking video is in "post production" — scripting, editing and such. The railfan producers have the professional editing equipment that the amateur seldom has, but they still don't have access to the big-budget elements (control, booms and music) that characterizes broadcast and cable TV.

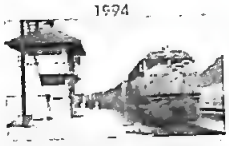
Like everything else in this world, it all comes down to money.

1994

Santa Fe Calendar

Santa Fe

1994



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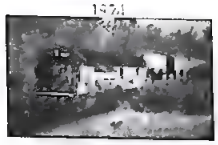

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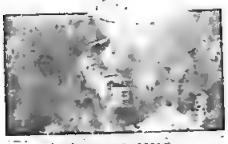

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KEOKUK'S DAM TROLLEY One of the more unusual rail events during the flooding was the use of the Union Electric Company's electrified Keokuk dam trackage as a makeshift commuter rail route providing the only crossing of the Mississippi River for some 100 miles in either direction. The Keokuk Junction Railroad had run tourist trolleys on UEC's dam between Keokuk, Iowa, and Hamilton, Illinois, on the track that is normally confined to moving equipment and UEC personnel to and from the work site. The trolley-on-the-dam operation had re-entered the railfan limelight in 1991 when the KJR purchased four ex-Philadelphia & Western "Strafford" cars from SEPTA (December 1991 TRANSIT CURRENTS). While pressed into emergency public transit service in the midst of the flooding, the Keokuk dam trolley reportedly handled up to 4000 people daily, running 24 hours a day on 15-minute schedules. It gained nationwide fame from extensive coverage by CNN news.

THE MIDWESTERN FLOODS A month of nearly continual summer rain in the Midwestern states fueled some of the worst flooding ever seen in the United States, with damage estimates already being counted in the billions of dollars. Railroads, which usually endure through inclement weather after highways and airports have shut down, were hard hit by the swelling of major rivers like the Mississippi and Missouri, and suffered washouts and mudslides elsewhere throughout the rain-soaked region. On July 13, an Amtrak report of passenger operations said that "Due to massive flooding in the Midwest, Amtrak service in the area continues to be adversely affected. The *California Zephyr* is operating only between Denver and its West Coast points. Tentatively, on July 14, the *California Zephyr* will return to its detour route between Chicago and Omaha over the Chicago & North Western. This may be delayed until at least July 15 because of excessive slow orders on the route."

Amtrak followed through with its detour of the *California Zephyr* over C&NW rails and impressed railfans by leasing three Metra E-units for use on the point because of their having C&NW cab signals and Automatic Train Stop equipment (page 73). The E-units were used only on the C&NW segment of the CZ's detour and were turned back at Council Bluffs, Iowa. The units were reportedly leased for a month.

The heaviest flooding was concentrated within a triangle defined by Davenport, Iowa, and St. Joseph and St. Louis, Missouri. Des Moines, Iowa, was probably the hardest hit major city in the region, as the tributaries of the Mississippi and Missouri backed up all across Iowa. Once its line was reopened, the C&NW had the only intact heavy-duty main line across Iowa north of St. Louis. The Santa Fe and Burlington Northern (CB&Q) main lines were flooded out along with the CP Rail (Milwaukee/Soo) to Kansas City. Interestingly, the lines upriver from Clinton, Iowa, fared reasonably well, with the old CB&Q and Milwaukee Road Chicago-Minneapolis lines sustaining little flooding.

After several days of limiting its Chicago-Los Angeles *Southwest Chief* to points west of Albuquerque, Amtrak restored service as far east as Kansas City on July 13. As of mid-July, Amtrak's *Illinois Zephyr* between Chicago and West Quincy, Missouri, was terminating on the east side of the Mississippi River in Quincy, Illinois. On July 12, Amtrak was able to restore service between St. Louis and Kansas City over UP trackage that had been closed for three days by high water and land slides.

Offering more detail on UP's weather woes, Public Relations Director John Bromley said their line paralleling the Missouri River between Omaha and Kansas City had been closed since July 5 because portions of track were under water, and the Coffeyville Sub south of Kansas City was closed by washouts. Farther down the Missouri, UP's River Subdivision west of Jefferson City had been closed for at least two weeks since July 3, while the Sedalia Sub east of Jefferson City was closed for only a few days. UP's heavily-trafficked Marysville Sub was closed for several hours by washouts near Kansas City.

The Marysville Sub proved vital to the movement of UP 4-6-6-4 3985 and its train to the NRHS Convention in Chicago. On June 13, UP decided that, despite the closure of routes east of Omaha, it would still be possible to get the Challenger to Chicago by canceling the Omaha stop and diverging southeast at Gibbon, Nebraska, to head through Marysville, Kansas, to Kansas City and St. Louis.

Santa Fe's main line was severed at two locations on July 10 when a bridge near the Grand River at Mendan, Missouri, (west of Marcel- ine) suffered serious damage and the approaches to the Mississippi River bridge at Fort Madison, Iowa, became flooded. Two work trains were stationed at Fort Madison so track repairs could get under way as soon as the water level stabilized. As for the Mendan bridge, Santa Fe estimated it will take ten to 14 days to be rebuilt once the water subsides. Many Santa Fe trains were detoured over BN and UP via Denver and Cheyenne and into Chicago on the C&NW, including hot stack trains and the York Canyon coal trains for the Wisconsin Power Company (page 73).

As of July 21, the C&NW was still the only route across Iowa, and traffic was so heavy that an agreement had reportedly been struck to permit Santa Fe and Amtrak crews to qualify on the C&NW to operate their own trains. The C&NW's biggest problem was crews, as they couldn't run 'em and rest 'em fast enough to handle all the traffic.

NEW HAMPSHIRE CENTRAL A new short line in the northern tip of New Hampshire is the New Hampshire Central, which has assumed control of the former North Stratford Railroad (nee-Maine Central) trackage which runs from North Stratford north along the Connecticut River to the former CP connection at Beechers Falls, Vermont. NHC is running only halfway up the 21-mile line to haul stone out of a gravel pit at Columbia Bridge, N.H. NHC's home base of North Stratford is also the point of interchange with CN North America subsidiary St. Lawrence & Atlantic. Ex-D&H RS3 7801 (page 68) is being leased from the New Hampshire & Vermont to handle New Hampshire Central's nine-mile operation.

SUPER CABS ON TOUR The latest freight power from EMD could be found barnstorming on just about anybody's railroad this year. EMD's three Burlington Northern's SD60MAC demonstrators, 9500-9502, began testing off the BN during the summer. After runs on the UP (page 4), the "Big Macs" headed to Roanoke, Virginia, in July for testing on Norfolk Southern. During their stint on the UP, the three SD60MACs — two up front and one on the rear — moved a 5500-ton train over the Blue Mountains. UP normally assigns three units up front and at least a two-unit helper to its 5000-ton trains over that series of fierce grades in northeast Oregon. By late July, the trio was to go to CP Rail System while a fourth SD60MAC, 9303, was scheduled to debut on CN and then head to either BN or back to the DOT test center at Pueblo, Colorado. The remaining schedule through October for SD60MACs 9500-9502 called for appearances on CSX, Conrail, SP, KCS and Santa Fe.

EMD SD70M demonstrators 7000-7002, having already performed on Conrail and CSX, handled revenue runs on Southern Pacific/Rio Grande routes (page 4) during the summer. In late June, SP announced it had placed an order for 25 SD70Ms, as well as 25 GP60s. The SD70Ms would be SP's first wide-nose, super cab units. Demonstrators 7000-7002 were scheduled to spend two weeks on the Santa Fe during August and then head to the BN to fill in during the absence of SD60MACs 9500-9502.

MINNESOTA COMMERCIAL This little railroad that operates between Minneapolis and St. Paul, Minn., seems to deserve more attention from the railfans than it gets. Headquartered in the Midway section, named for being mid-way between the Twin Cities, the "Commercial" operates a fleet of interesting power including two former-BAR GP7s, four former-Minnesota Transfer SW1500s (302-304 and 306), one NW2, a CF7 and Alco C424Ms 62 and 63 from the Genesee & Wyoming (D&H 462 and 463, CR 2479 and 2482, nee-EL 2405 and 2408, respectively). The official paint scheme on GP7 400, former-BAR 74, (page 68) is an olive green and yellow warbonnet design inspired by their CF7. Eventually, the entire roster will get this livery, including the C424Ms. Currently, a few switchers and one Geep are in the full livery.

The Minnesota Commercial Railway Company was formed in February 1987 when private individuals bought the 1883-chartered Minnesota Transfer Railway from the BN, C&NW, Milwaukee Road and Soo Line. Originally a transfer road between the above lines and their predecessors, the new Minnesota Commercial has gained short segments and trackage rights from the bigger roads to in-

KEOKUK'S DAM TROLLEY was pressed into emergency public transit service during the Midwestern floods. Ex-SEPTA/P&W Strafford car 101 (**right**) is shown moving passengers from Hamilton, Illinois, to Keokuk, Iowa, via Union Electric Power's dam over the Mississippi River.

THE MIDWESTERN FLOODS forced Santa Fe traffic in and out of Chicago to detour as far south as Memphis. On July 10, this westbound AT&SF TOFC train (**below**) rode the IC south through Gilman, Ill., where it hammered over the TP&W.

WALT STRINGER

MARK OTTESEN

AJ WOLFF

A JOINT COAL TRAIN was set up in January by C&NW, UP and Santa Fe to run between Wyoming's Powder River Basin and Amarillo, Texas. Texas-bound loads take a circuitous route east to North Platte then back west to Cheyenne, while some northbound empty trains are routed over the more direct North Platte Cutoff northeast of Cheyenne. The Cutoff's track is not conditioned for handling loaded coal trains, but it's fine for empties like the SDEX symbol that rolled through Albin, Wyo., on May 9 with a UP Dash 8-40C and two Santa Fe Super Fleet Dash 8-40CWS (**right**).

crease business, including rights over the BN to reach customers in Bayport, White Bear Lake and Hugo, plus additional trackage to Soo and BN yards in the Twin Cities area. The MNCR operates daily, and its growing business justified purchasing the two big road Alcos. We Eastern editors noted that those Alcos went from the Big Apple to the Mini-Apple.

A JOINT COAL TRAIN C&NW, UP and AT&SF have successfully bid to secure a two-year contract to haul a portion of the coal destined for Amarillo, Texas, from Rochelle Mining in the Powder River Basin of Wyoming. The joint operation was arranged in January 1993; the balance of the Rochelle Mining contract remained with BN. The new C&NW/UP/AT&SF movement, with hopper car reporting marks SDEX, is routed Rochelle Junction-South Morrill-North Platte-Cheyenne-Denver-Amarillo. Empties take the same route, although the light-railed North Platte Cutoff located east of Cheyenne between Egbert and Yoder, Wyoming, may be utilized to save return mileage. Motive power to date has consisted of a lead UP unit — usually a Dash 8 — and two Santa Fe Dash 8-40CWs. A photo of one of these trains meeting UP 4-6-6-4 3985 was in the August '93 R&R — A.J. WOLFF.

TEXAS LIMITED While the Texas Southern F-units are leading new dinner train lives up on the Washington Central (page 58), Texas' "other" excursion cab-units are alive and well on the *Texas Limited* train between Houston and Galveston. These privately-owned units are numbered 100 and 200, and they were formerly Louisiana & North West 44 and 47, nee-SP 6379 and 6309, respectively — the latter had served for a time on the Wellsville, Addison & Galeton.

The *Texas Limited* now boards at a new Houston depot built on the site of a former-MKT fuel facility (cleaned up, of course). Excursion trains operate Wednesday through Sunday, roughly 35 miles, to the Galveston Historic District which includes The Center for Transportation & Commerce Railway Museum (CTCRM's steam trips with Magma Arizona 2-8-0 555 have been suspended until it can be repaired). For *Texas Limited* information, call 713/522-9090.

MONONGAHELA RAILWAY On May 1, 1993, the Monongahela Railway became fully absorbed by Conrail. Dispatchers for the former MGA now work with the rest of Conrail's Pittsburgh Division dispatchers in Greentree, Pennsylvania. MGA's eleven Super 7 Series B23-7s, 2300-2310, are being cycled through the Altoona shops, emerging as Conrail B30-7Rs 2030-2040. The first of the units to receive Conrail paint, 2034 (ex-MGA 2304), was on the road as of mid-June (page 74) — NANCY STACY.

SANTA FE 3751 SCHEDULED TO RUN As of late July, plans were still in the works for AT&SF 4-8-4 3751 to power a Disney-sponsored steam train across the Santa Fe system. Mike Martin of Santa Fe's public relations department says the exact dates are not yet decided, but the train, expected to depart Chicago October 21 and end in southern California around November 18, will make stops in Texas, Denver, Phoenix and northern California during its westward journey. Although there are no public excursions being planned for any portion of the trip, R&R will publish the 3751's day-by-day itinerary when it becomes available.

EXCURSIONS IN BRANSON, MISSOURI The new country music capitol of the world now has a railroad excursion to sing about. Branson Scenic Railways, Inc., announced that on July 31, 1993, it would begin diesel-powered excursions in two directions originating out of Branson: a 22-mile trip south crossing two trestles and a lake and running through two tunnels taking passengers roughly five miles over the Arkansas state line, and an eleven-mile trip north to Reeds Springs, Mo. Power for the train will be Glen Monhart's

Janesville & Southeastern FP7 96A and F7 106 in *Panama Limited* colors. The train is tentatively being called the *Ozark Zephyr*, and the consist will be privately-owned cars including the *Silver Solarium*, *Silver Palace*, *Silver Garden*, *Westport* and possibly the Frisco-painted *Cimarron River*. One trip north and three trips south are expected to be operated six days per week, and since there are no run-around or turning facilities, a cab unit will be on each end of the train.

In recent years country music stars have been building theaters in Branson as a rural alternative to Nashville, and the place has taken off. It is already the most popular bus destination in America (exceeding Atlantic City), and by the end of '93 over 60,000 bus loads and 5.5 million people are expected. The *Ozark Zephyr* is being operated over the Missouri & Northern Arkansas Railroad, a RailTex subsidiary which purchased and leased over 500 miles of track from Union Pacific in December 1992. Branson is also an expected terminus of the proposed Ozark Mountain Railroad to be built from Oak Grove in northern Arkansas.

THE GERMAN ICE To continue its quest to design state-of-the-art equipment for its trains, Amtrak is currently evaluating the German InterCity Express (ICE) trainset. This sleek, streamlined equipment arrived at the Port of Baltimore on June 29, 1993, and was quickly assembled and tested for service. Its first test run, for "stop distance" and "pantograph pressure testing," occurred at night on July 15, 1993, between Philadelphia and Newark. On Saturday, July 17, it left Philadelphia in daylight to check clearances at Penn Stations in Newark and New York. The "high speed stability" testing occurred all-day Sunday, July 18, between Trenton and Princeton Junction where the ICE train did hit 162 m.p.h. And, yes, Amtrak dispatchers have been referring to this equipment as "the ice train" over the radio. A press train with the governor and state representatives is scheduled for July 24th between Philadelphia and Newark.

The ICE equipment is scheduled to tour the U.S. behind diesels during August and September. Good news for diesel fans is that both Amtrak F69s, with a.c. traction, have been repainted to match the ICE equipment for the tour. Since the ICE (and X2000) Head-End-Power system is not compatible with Amtrak's, that HEP-generator-baggage car from the X2000 tour will be painted to match the consist and used between the diesels and the ICE.

The tour schedule is as follows (at Amtrak facilities unless specified): August 5-7, Westinghouse-Pittsburgh, Pa.; August 9, Albany, N.Y.; August 11, Washington, D.C.; August 13-14, Niagara Falls, N.Y., and Toronto, Canada; August 16, Cleveland, Ohio; August 17, Detroit, Mich.; August 18-19, Chicago; August 24-25, Siemens-Duewag in Sacramento, Calif.; August 26, Oakland, Calif; August 28, San Diego, Calif; August 30-31, Los Angeles; September 6-7, Orlando, Fla.; September 9, Raleigh, N.C.; September 13, Providence, R.I.; September 16, press conference with German Transport Minister, likely at Washington, D.C.; September 17, Washington, D.C.; September 20, Springfield, Mass.; September 21-22, St. Louis, Mo., ASTA Convention; September 25-26, Washington, D.C., Union Station Celebration.

On October 4, 1993, the ICE will enter regular service on the Northeast Corridor for passenger evaluation and, as was the case with the X2000, travel agents will know which runs feature ICE equipment. As it did with the tilt and other features of the X2000, Amtrak is most interested in the high-speed characteristics of the ICE design — the ICE held the world speed record of 250 m.p.h. for a few weeks during 1990, a record soon exceeded by a French TGV at 350 m.p.h.

As for the X2000, Amtrak has extended its lease to keep X2000 here simultaneously with the ICE equipment. The X2000 will resume Monday through Friday, and certain Saturday, Metroliner service on the Northeast Corridor during August and September, and it is tentatively scheduled to return to Sweden on October 10.

WILLAMETTE & PACIFIC The railroad that leased 184 miles of SP branch lines in northwest Oregon in January 1993 and borrowed several SP SD9s to launch its service (June 1993 RAILNEWS) has begun acquiring its own locomotive fleet. Willamette & Pacific (reporting marks WPRR) purchased Santa Fe GP39-2s 3600-3616, which are being renumbered to W&P 2301-2317. Doyle McCormack's Daylight Locomotive & Machine outfit, working out of the ex-SP Brooklyn Yard roundhouse in Portland, Oregon, has been repainting the units for W&P. GP39-2 2314 was the first to be redone in the colors of W&P parent company Genesee & Wyoming (page 68). The unit wears the name *McMinnville*, and all other W&P units will apparently follow suit in being named for a particular town served by the railroad. While awaiting their turn through the paint shop, the remaining GP39-2s have been running with temporary WILLAMETTE & PACIFIC lettering against the AT&SF paint on the long hood. According to the regional newsletter *Northwest Railfan*, W&P's next motive power acquisition will be a pair of GP9s from the Louisiana & Delta.

UNION PACIFIC E9s During June 25-26, UP Chairman Drew Lewis rode in style from Salt Lake City to Portland with the railroad's newly formed trio of E-units leading the way. As the classic yellow streamliner sailed west along the Columbia River, stops were made at Biggs, Oregon, (where guests were driven across the river to visit the art museum at Maryhill, Washington) and at Multnomah Falls. E9s 949, 963B and 951 led the consist of power car 207 and company cars *Cabarton*, *North Platte*, *Wyoming*, *Powder River*, *Walter Dean*, *Kenefick* and *Arden*. The special departed east after a one-day layover in Portland.

MOLALLA WESTERN RAILWAY A Southern Pacific press release dated February 5, 1993, announced that it had sold the ten-mile Molalla Branch to Molalla Western Railway Company of Portland, Oregon. The branch extends from an SP interchange at Canby, roughly 20 miles south of Portland, southeast to Molalla. Motive power for the new line is SW8 801, which was recently painted for the new owner at the East Portland Traction Company's shop in nearby Milwaukie. Local railfan and Simpson Timber engineer Pete Replinger, owner of Peninsular Railway 2-8-2T No.16, sold the 801 to Molalla Western, and he is reportedly offering to sell them a former-Great Northern NW5. The Molalla Western operates on an as-needed basis.

VIRGINIA SOUTHERN The newest power on the 72.5-mile Virginia Southern is brightly painted GP40 200 (page 68) recently overhauled by National Railway Equipment in Dixmoor, Illinois. This unit was built in 1968 as Missouri-Kansas-Texas 200, and it is noteworthy for being Katy's sole Bicentennial unit: *Old Glory 200*.

The Virginia Southern is a RailTex subsidiary that began in November 1988 as Norfolk Southern's first Thoroughbred Short Line Program spin-off where marginal NS trackage is leased to operators and NS participates in the marketing and billing. Virginia Southern's former-Southern Railway tracks extend from Burkeville, Va., (53 miles southwest of Richmond) south to Oxford, N.C., and the railroad interchanges with Norfolk Southern at each end. The headquarters are in Keysville, Va., 20 miles south of Burkeville, and the railroad operates in both directions weekdays and some Saturdays with two crews (7:00 a.m. and 4:00 p.m. call times). The new unit joins "torpedo tube" GP9 618 that VSRR bought from CSX when the railroad began.

GALESBURG RAILROAD DAYS The 1993 edition of the Galesburg, Illinois, Railroad Days held during the second weekend of June was in most ways the best in 16 years. There was one disappointment though. Unlike two years ago, when the advertised steam locomotive, Frisco 4-8-2 1522, was a no-show due to pilot truck bearing problems, this time the steam locomotive made it and the no-show was a diesel. The advertised EMD SD70M demonstrator was not at Galesburg because EMD could not free up one unit for display. The irony was that the demonstrator set went west through Galesburg on a Southern Pacific train on the Friday of Railroad Days.

The Wednesday before the big weekend, the Frisco 1522 was brought up from St. Louis, running as Train X35. The consist included a water canteen, four St. Louis Steam Train Association cars, BN car *Stevens Pass* and observation *Montana*. Rolling stock displays this year included BN 6263 and 6297 (an SD38-2/TECB6 switcher set rebuilt by VMV), BN "Desert Freedom" SD60M 1991 and maintenance of way car 99, Santa Fe Dash 8-40BW 533 and

MARK OTTESEN

A SUSY Q STEAM FREIGHT made a brief appearance on July 2 when New York, Susquehanna & Western 2-8-2 142 performed switching duties in Oakland, New Jersey. The Chinese-built SY-class Mikado (formerly Valley Railroad 1647) was deadheading west to Butler, New Jersey, after a day of regular summertime passenger excursions between Hawthorne and Campgaw when the crew received orders to stop along the way and spot tank cars of liquid sweetener for one of its new customers at Bergen Transfer in Oakland (**below**). NYS&W has been praised in the industry press for its innovative service to shippers, but the use of its excursion steam locomotive for on-demand switching was the ultimate show of dedication.

GALESBURG RAILROAD DAYS, held during mid-June, was a big success for 1993. The highlight of the event was a steam excursion powered by Frisco 4-8-2 1522 which Burlington Northern ran to Yates City, Illinois, on June 12. The five-car special was photographed smoking it up through Knoxville, Ill.

NYS&W PHOTO K.C. SMITH

PAUL SCHMIDT

RAIL LINK of Midlothian, Virginia, manages switching services around the country. One of its newest operations is at Tacoma, Washington, where carloads of aircraft parts are shuttled between UP's yard and the Boeing 777 plant at nearby Fredrickson. The 15-mile run is over trackage of the defunct Chehalis Western, including the 4% grade of Tacoma Hill. Motive power is former-SP SD9E 4439, which was photographed (**left**) at Fredrickson, Wash., in May 1993.

museum car 88, Metra F40PHM-2 200 and Frisco 4-8-2 1522.

An eight-car bilevel Metra train powered by F40PH-2 180 provided tours of the railroad yard operations. Buses were used to take people to the dispatching center. The highlight this year for railfans was the special steam trip to Yates City, Illinois. The 1522 powered the five-car train consisting of three SLSTA cars, BN diner *Lake Superior* and observation *Kootenai River*. Lunch was served on the train at Yates City — EDWARD JOHNSON.

RAIL LINK Has Southern Pacific initiated an incursion into the Evergreen State? No, but railfans in the Tacoma, Washington, area have been doing double takes lately with the sight of SD9E 4439 in scarlet and gray livery trundling down the rails of Milwaukee Road's former 4th Subdivision (Tacoma to Chehalis, now part of the defunct Chehalis Western) of the old Coast Division. However, the words SOUTHERN PACIFIC are conspicuously absent from the SD9E's long hood. The rebuilt EMD is awaiting a red and white paint scheme of its new owner and operator, Rail Link, headquartered in Midlothian, Virginia. A non-common carrier in Washington, Rail Link has contracted with Boeing to move cars between UP's Tacoma Yard and Boeing's new 777-model wing construction plant in Fredrickson, Washington, about 15 rail miles south of Tacoma.

Operations began on August 14, 1992, with the first loads of expensive aluminum castings delivered from the UP to Boeing. Presently, Rail Link operates Tuesday and either Thursday or Friday during daylight hours. Engineer Chad Darrah and brakeman Bo Westcott are veterans of the Mount Rainier Scenic Railway's nearby operations. Darrah also worked for Chehalis Western. In addition to train service, both men handle light locomotive and track maintenance chores. In an era of radio-dominated communication between engineer and brakeman, Darrah is a throwback to low-technology days. "I like a lot of hand communication between crew members — in the cab and on the ground," he says. "We use radios here, but I'm an advocate of hand signals. Radios can fail." Darrah adds, "We're a totally safety-oriented railroad, with total customer service as the goal. If Boeing wants us to move a car on an off day, we'll do it."

Coming into and out of Tacoma, the crew encounters one of the steepest rights of way west of the Rockies. For 4½ twisting miles, the SD9E battles a 3.7% grade that reaches 4% for a short stretch. Consecutive reverse curves force flange squealing to attain a deafening crescendo. Traveling downgrade from Summit toward the City of Destiny, Darrah uses dynamic brakes in addition to a light air application despite Rail Link's short and empty trains. Uphill, nearly all the unit's 1800 horsepower is called upon to move loads. Milwaukee Road used helpers on this grade years ago to boost its trains to Portland.

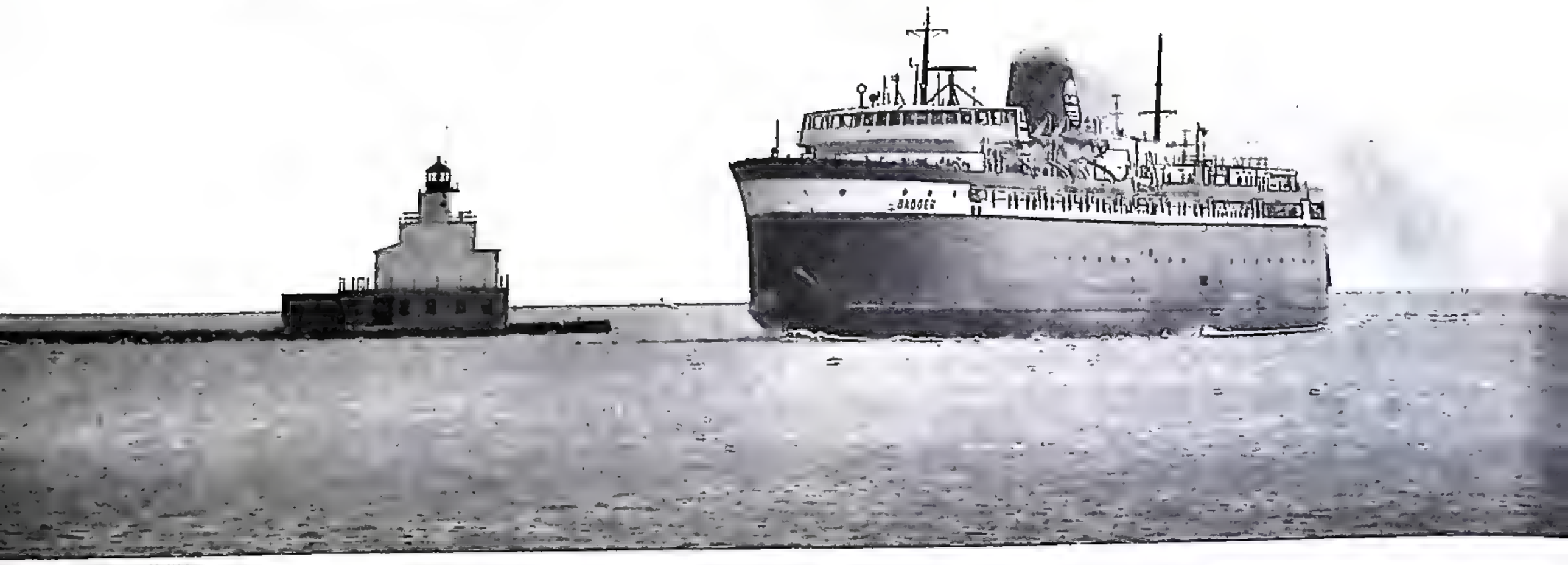
Frequency of Rail Link's future service depends on Boeing's success with the 777 airliner. Recent slowdowns in the company's aircraft production did affect Rail Link's operations, but only in that the twice-a-week schedule was maintained, not increased. If the 777 achieves popularity in the next few years, engineer Darrah expects the pace to pick up.

Rail Link operates in 17 other locations around the country, primarily in the Southeast. The Northwest also enjoys Rail Link service in Idaho and Wyoming — PAUL SCHMIDT.

NYC U25B 2500 The Lake Shore Chapter NRHS completed a cosmetic restoration during May 1993 of its New York Central U25B 2500 to as-delivered appearance. Finished in time for its 30th anniversary year, the 2500 was the "class engine" of a 70-unit fleet delivered to the NYC starting in January 1963. Conrail traded the 2500 to GE in 1984 as part a deal on B36-7s. The Lake Shore Chapter obtained the unit from GE in 1986 and displayed it at the chapter's museum site in North East, Pa. In 1992, after six years in weathered Conrail blue, a group of General Electric employees and chapter members restored the unit at the East Erie Commercial Railway's shops in Erie, Pennsylvania.

The *Badger* is Back

by Karl Zimmermann



KARL ZIMMERMANN

Booming into Manitowoc, Wisconsin, on a bright August morning in 1992, the *S.S. Badger* was a sight for sore eyes. Crowned with a smudge of smoke that made clear her status as a coal-burner, she steamed across gray-green, wind-ruffled Lake Michigan and through the breakwater. Appearing genuinely majestic — and much as she did in 1952, the year she was built — the former Chesapeake & Ohio carferry dropped anchor and then pivoted on the turning dolphin to back into her slip.

But for the blue-and-white, circular "LMC" funnel markings that showed her current ownership by Lake Michigan Carferry Service, the 394-foot-long, black-hulled vessel was essentially unchanged from her appearance in inaugural publicity photos taken an even 40 years earlier, when she had arrived from the Christy Corporation of Sturgeon Bay, Wisconsin. Along with identical sister *Spartan*, built at the same time, the *Badger* wrote what has turned out to be the final chapter in the design evolution of the Lake Michigan boats.

Lake Michigan Carferry, the enterprise that has given the C&O boats a new lease on life, is the brainchild of Charles Conrad, a self-made millionaire from Holland, Michigan, who has carferries in his blood. His father was chief engineer aboard the boats of the Pere Marquette, which became part of the C&O.

"I was all over those ships," Conrad has said, "in the engine room, the pilot house. Those ferries are a big part of my childhood."

Now Conrad is a big part of their future. When a previous private operator — Michigan-Wisconsin Transportation Co., which had taken over from Chessie in 1983 — suspended cross-lake service in November 1990, Conrad decided to step in. He purchased the *Badger*, *Spartan* and *City of Midland 41* (similar in appearance to the twins but eleven years their senior) and on May 15, 1992, resumed the then nearly century-old tradition of carferry service across Lake Michigan after an 18-month hiatus.

There is, however, one major difference. Under the LMC house flag, the vessels carry only passengers, automobiles and trucks — no railroad cars. This is the culmination of a shift in priorities that had been occurring since the 1960s, and it was critically important to the potential profitability of the operation. MWT was, for regulatory and labor purposes, a railroad, while LMC is not. This means that LMC can operate a seasonal schedule, while MWT — still hauling freight cars — was tied to the year-round operations that had typified the ferries from the very beginning. Furthermore, non-union LMC is free of railroad retirement obligations and certain taxes.

One hundred years

Just last fall, cross-Lake Michigan carferries celebrated their 100th birthday. On November 27, 1892, *Ann Arbor No.1* had begun it all when she sailed east from Kewaunee, Wisconsin, bound for Frankfort, Michigan, with 22 cars of flour destined for England, Scotland and Ireland. She was joined in service right away by *Ann Arbor No.2* — oak-hulled, like her essentially identical sister, though with steel sheathing to four feet above the water line for protection in ice breaking.

The first operator did not turn out to be last, though Ann Arbor's carferries prospered for nine decades with a fleet at one time numbering six vessels. But Annie's boats tied up for the last time in April 1982, leaving only the former C&O vessels shuttling freight cars across Lake Michigan.

The Pere Marquette boats

The Pere Marquette-C&O operation, which grew to become the largest on the lake, had its genesis in Detroit, Grand Rapids & Western's wooden *Muskegon* of 1895 and Flint & Pere Marquette's steel-hauled *Pere Marquette* of 1897. (Along with the Chicago & West Michigan, the DGR&W and F&PM would be merged in 1900 to form the Pere Marquette.) From these grew an impressive fleet of vessels serving three routes fanning out from Ludington, on Lake Michigan's eastern shore, to Kewaunee, Manitowoc and Milwaukee, all in Wisconsin. Hauling freight cars across the lake was initially the ferries' main purpose, saving the long, circuitous loop south around the

Last of the Lake Michigan carferries

lake and avoiding the slow passage through congested rail yards at Chicago. Passengers and automobiles were distinctly secondary; in fact, two of the earlier Pere Marquette boats were built with no passenger accommodations at all.

The high-water mark came with the introduction of the *Spartan* and *Badger* in 1952, bringing the active C&O fleet to seven boats. (Though part of C&O since the 1920s, Pere Marquette kept its separate identity until 1947. Thus *Spartan* and *Badger* were the first and only vessels built for the C&O itself.) Their fleetmates were the 1942 *City of Midland 41*, which had instituted the streamlined profile and single conical funnel replicated in the twins; the *City of Saginaw 31* and *City of Flint 32*, built in 1929, and *Pere Marquette 21* and *22*, traditional carferries that had been delivered by Manitowoc Shipbuilding Company in 1924 and were stretched by 40 feet and modernized in 1953 as part of the $20 million expansion keynoted by the construction of the *Spartan* and *Badger*. (*Pere Marquette 21* and *22* were virtually identical sisters to Grand Trunk's *City of Milwaukee*; built in 1931, this comely vessel sailed for Ann Arbor in its last years of operation and today is moored at Frankfort as a museum ship.)

The *Spartan* and *Badger* were christened together on September 6, 1952, honoring Michigan State University and the University of Wisconsin in being named for their mascots. Though all Pere Marquette vessels had been designated by numbers — either alone or, in the case of the three newest, coupled with names, the 1952 C&O boats broke that pattern with only names officially assigned. Tradition dies hard, however, and the *Spartan* has always been referred to as "42" and the *Badger* as "43" by crew and others in the know.

With this fleet of seven modern or modernized vessels, all capable of 18 miles per hour and all with substantial passenger accommodations, C&O offered three round trips a day to Milwaukee (four in summer), two to Manitowoc and one to Kewaunee. Then, in 1963, C&O took control of the Baltimore & Ohio, beginning a period of coordinated operations as "The C&O/B&O Railroads." In the long run, this affiliation would have a devastating effect on the ferries, since B&O's Chicago operations would provide an increasingly attractive all-rail alternative to the boats.

There was a short-term plus, however, as B&O's aggressive passenger department (headed by Paul Reistrup, later president of Amtrak) took hold of the boats and made them more passenger-friendly: affordable "Chessie Cruise" round trip packages, more convenient schedules and an extensive advertising campaign for "Chessie, the Good Ferry."

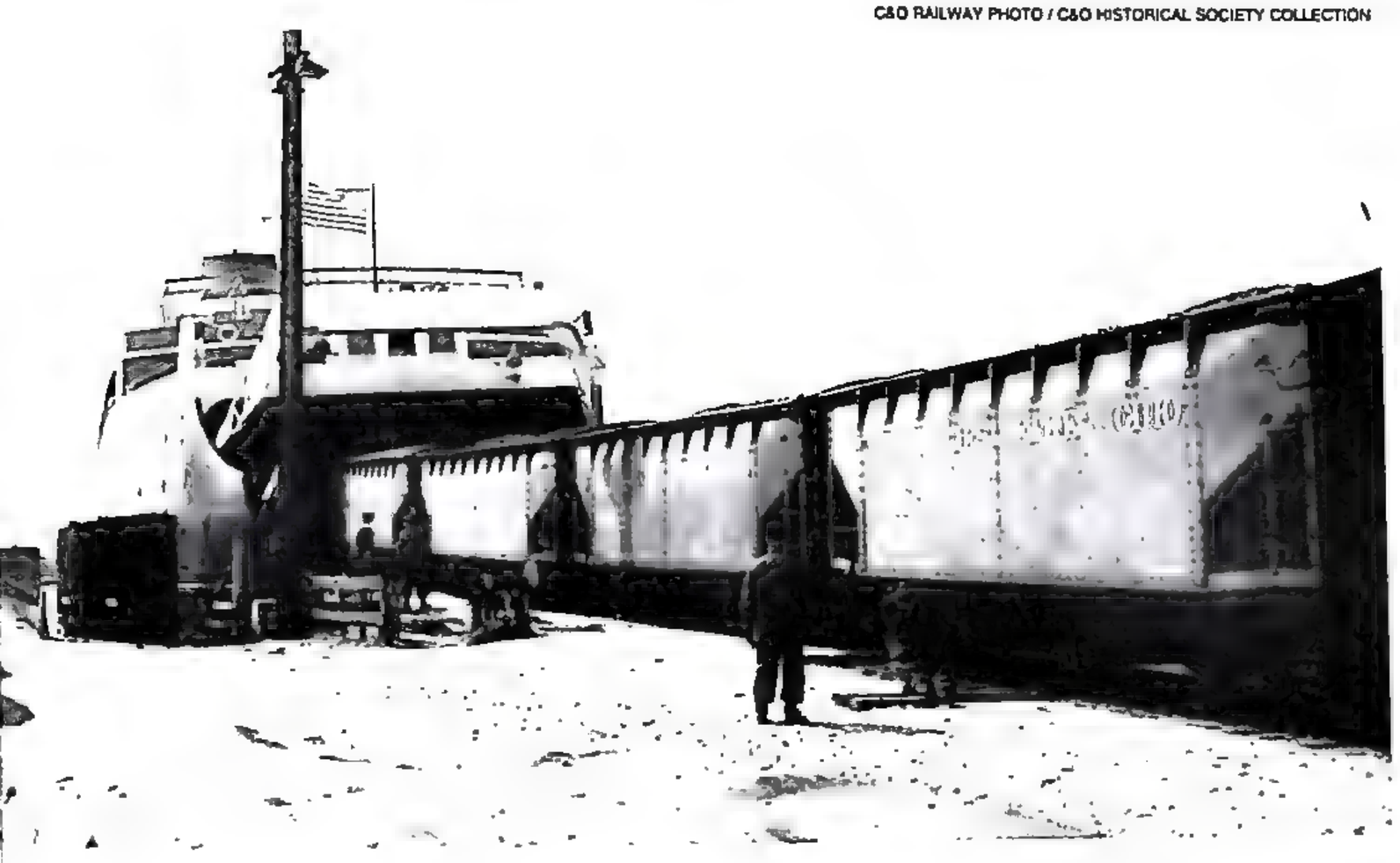
But in September of 1971, not long after Amtrak's creation had disbanded the C&O/B&O passenger operation, a memo appeared on "Controlled Withdrawal of Great Lakes traffic," instructing salespeople to promote alternatives to the ferries in routing freight cars. "Station Agents," the memo said in part, "should be instructed not to insert the C&O cross-lake route on waybills where they have the power to choose the route... ." As a result, freight carloadings dropped from 77,387 in 1970 to 26,987 in 1976. (In 1961, they had been approximately 132,000.)

Circumstances simply had changed. When trains had been short and Chicago-area yards congested enough to cause multiple-day delays, the C&O ferries were an admirable short-cut. But 1970s railroading featured trains of well over 100 cars; in addition, unit trains, run-through operations and pre-blocking had reduced delays in Chicago to the point where C&O claimed it could move cars around Lake Michigan faster than across it.

Most importantly, even five men — the full crew of that era — to operate a 125-car train looked very good compared to a carferry complement of between 68 in summer (with many passengers to serve) and 55 in winter to move some 24 freight cars across the lake. Thus, in March of 1975, the C&O filed with the Interstate Commerce Commission to abandon its entire carferry operation.

Proceedings dragged on to become the longest in the history of United States railroading; eventually, in 1978, the ICC gave qualified approval to a compromise called the "Kewaunee Package," allowing termination of service to Milwaukee immediately, to Manitowoc in 1980 and to Kewaunee in 1983. (The Green Bay & Western, which interchanged with the boats at Kewaunee, was deeply dependent on them for traffic and thus stood to be the major victim of their discontinuance.) Appeals and protests continued, but the last boats steamed to Milwaukee in 1980 and Manitowoc in January 1982.

C&O RAILWAY PHOTO / C&O HISTORICAL SOCIETY COLLECTION



RAILROAD CARS are no longer part of the *Badger*'s operations, as they were here at Ludington in the 1950s — although the boat still burns the coal she once hauled, as evidenced by the smoke (**opposite**) trailing as she entered Manitowoc in August of 1992.

TWO PM 21 PHOTOS. JIM BOYD

Exit CSX

Just months before the projected demise of the Kewaunee service, a group of Ludington-area businessmen led by Glen Bowden, a motel owner, and George Towns, a retired construction contractor, stepped in. Under the auspices of the Michigan-Wisconsin Transportation Company, they agreed to purchase the three boats from Chessie (officially CSX since November 1980) for $3.00, lease the Ludington port facilities from the railroad and assume labor-protection costs for six years — whether the boats sailed or not. In return, CSX agreed to continue cross-lake rail shipments for that period.

MWT was born on July 1, 1983, with the *City of Midland 41* offering Ludington-Kewaunee service. A week later the company steamed up the *Badger* for summer-only Ludington-Milwaukee trips hauling automobiles and passengers only, no freight cars, an experiment that ended after the 1984 season. In November 1988 the *Badger* replaced the *Midland* on the Ludington-Kewaunee route; two years later she made MWT's last trip — perhaps because the channel at Kewaunee had grown to shallow and the vessel had hit bottom passing through, perhaps because there was no money to pay the fuel bills.

Enter Charles Conrad, who purchased the three boats in July 1991, only to have the deal nullified four months later when Bowden declared bankruptcy, causing the vessels to be seized. Finally, in February 1992, the U.S. Bankruptcy Court awarded the three boats to Conrad's Lake Michigan Carferry Service, which on May 15 began summer-season Ludington-Manitowoc sailings with the *Badger*, reopening a route discontinued a full decade earlier.

Return of the *Badger*

Before returning to service, the *Badger* underwent some $500,000 in renovations that included fresh paint both inside and out; refurbishing of the 44 outside staterooms; replacement of the 16 inside staterooms by a gift shop, an exhibit area showcasing carferry history (created in cooperation with the Manitowoc Maritime Museum), a television-video room and an arcade game room; enclosure under canopy of the after boat deck (where automobiles used to be parked) and opening of a buffet-style restaurant on boat deck and a deli buffet on the spar deck.

Manitowoc to Ludington

On that August 1992 day in Manitowoc, a blue sky had grayed over by the time fellow traveler Bob Mohowski and I had boarded for our noon sailing for Ludington. There had been storms in the area, and their legacy, we soon learned, would be a rough crossing — though nothing compared to the ten-foot swells that reportedly had sent spray as high as the wheelhouse during the previous night's voyage.

Gone was the remembered pre-departure ritual at Manitowoc of freight cars being carefully loaded aboard by a Chicago & North Western Geep shoving idler flats. Now the only cargo that sailed was on trucks such as those be-

TWO C&O RAILWAY PHOTOS / C&O HISTORICAL SOCIETY COLLECTION

longing to Mason County Fruit Packers, Hardwood Construction and Richter Vinegar — a product once moved across the lake in glass-lined milk tank cars that the C&O had purchased from General American Pfaudler.

With three resonant whistle blasts we were on our way. Meals in the dining room were served cafeteria-style, certainly an improvement over the vending-machine-only nadir that had come during the MWT years but short on amenities compared to the waiter service and linen tablecloths I remembered from late in the Chessie era. On the plus side, LMC offered Leinenkugel's Limited, a robust premium beer produced by a small Wisconsin brewery.

By mid-lake seasickness was on the rise, and Cruise Director Skip McCumber was doing a brisk business in staterooms — $20.00, plus a $5.00 key deposit — as more and more passengers felt the need to lie down.

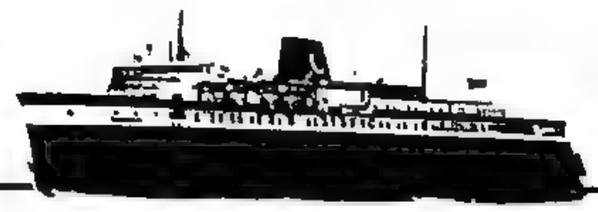
"We've made 340 crossings so far this year," she said, "and this is just the sixth rough day we've had." Along with room keys, she was dispensing acupressure anti-seasickness wristbands (no charge except a deposit). A basket of saltines, another seasickness preventative, sat on the counter of her office.

Taking the fresh air on deck, Bob Mohowski was joined on a crew bench where he was sitting by Andy Rose from the engine room. Of German and Polish ancestry, Rose had emigrated from Germany in 1957.

"Do you like polka music?" he asked Bob, who assured him that he did. Rose then uncased an accordion and began to play, a mixture of traditional European and American songs.

"How does the crew enjoy your music?" Bob asked.

THE LAST LAKE MICHIGAN CARFERRY to be launched was the *Badger*, shown sliding down the ways (**below**) at Sturgeon Bay; after completion in 1952, she made a fine C&O publicity photo (**opposite bottom**) from the air. *Pere Marquette 21*, built in 1924 and modernized in 1953, was the C&O's oldest boat in service (**opposite top**) when photographed at the Green Bay & Western's slip (**above**) at Kewaunee, Wisc., in 1967.



FOUR PHOTOS, KARL ZIMMERMANN

"Some do, some don't," Andy replied. "But now that I'm getting better they like it more."

I came out and joined them on the hard, gray, wooden crew bench, with the smell of coal smoke in the air and a certain grittiness on deck to remind us that the *Badger* was not at heart a cruise ship. The bow rose and fell to one rhythm, while in counterpoint came the lively, evocative polka sounds of Andy's accordion.

For the 1993 sailing season, LMC has promised more programmed onboard entertainment, but I can't imagine it will be quite so fine as Andy Rose's shy, serendipitous open-air concert on that gray August afternoon.

The 1993 season

At the moment the future looks bright for the *Badger* — and, with less certainty, the *City of Midland 41* (the *Spartan*, idle since 1979, is likely never again to have steam in her boilers; for one thing, a good deal of her hardware is now aboard the *Badger*). Last year, in her mid-May to mid-October sailing

CREWMAN ANDY ROSE was playing his accordion (**left**) as Bob Mohowski looked on in August 1992, and one of the engineers showed the coal-fired boilers (**below**). Cruise Director Skip McCumber demonstrated one of the Pullman-style staterooms (**right**). Today's *Badger* maintains the starkly modern dining room decor (**below right**) shown in 1952. *City of Midland 41*, *Badger* and *Spartan* (**top**, l to r) were lined up at Ludington in August 1979.

season, the *Badger* carried 115,000 passengers, far more than projected and comfortably more than, for instance, the 94,000 logged by MWT in 1987 in year-round operation. The vehicle count for 1992 was 34,000.

For the 1993 sailing season, which began on May 3 and is scheduled to run through October 31, some additional improvements have been made aboard the *Badger*. Passenger capacity has been increased from 520 to 620, with the additional safety equipment, seating and food service that this requires. There will be an on-board travel information center with cellular phone, so passengers en route can call ahead for reservations, and additional live entertainment. Fares are $30.00 for adults, $15.00 for children, $40.00 for an automobile. The "*Badger* Mini-Cruise," a continuous round trip, costs $40 for adults.

LMC has also added a small vessel to its fleet, the 61-foot, nine-automobile ferry *Rebel*, built in 1957. The boat arrived in Ludington in November, after purchase from Casco Bay Island Transit of Portland, Maine. LMC plans to put her in service this year on Pere Marquette Lake, making short crossings from Ludington to the Nuttersville Peninsula.

Though no decisions have been made as of this writing, LMC hopes to have the *City of Midland 41* in steam as a second vessel for the 1994 season (a second boat is a good idea, since the *Badger* scraped bottom already in 1993, doing minor damage to her hull that put her out of service for about two weeks). If demand warrants, she could be used to expand the sailing schedule between Ludington and Manitowoc or, perhaps even more likely, she might open an additional route. Conrad has mentioned his home town of Holland, and officials from Waukegan, Ill., Muskegon, Mich., and Milwaukee have all approached the company about the possibility of service to their ports. In any case, marketing studies will be necessary before LMC commits to expansion of any kind.

Given the undeniable obsolescence of coal-fired reciprocating steam propulsion, it's inevitable that repowering the fleet — either to oil firing or, ideally, diesel — is somewhere in the plans of the new owners. Nothing is likely to happen soon, however, partly because of the cost of conversion: some $2.5 million for an oil-gun system, or $6 million to dieselize.

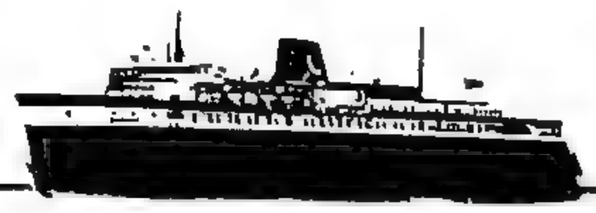
Beyond that, there's LMC's agreement to pay off the cost of slip improvements at Manitowoc (funded by the city) through LMC's purchase of coal from a city-owned utility adjacent to the dock, with the city making a small profit. This agreement has a ten-year running time, though the current estimate is that the amount may be paid down in five years. (Formerly the C&O boats took coal directly from hopper cars pushed in on the car deck; now the track is paved over, and a dump truck drives aboard to do the honors.)

Fortunately, the Environmental Protection Agency's clean-air standards are not a problem because the LMC fleet has been "grandfathered." So with any luck, the *Badger* and perhaps the *City of Midland 41* will be hanging smudges of coal smoke against the sky for some years to come.

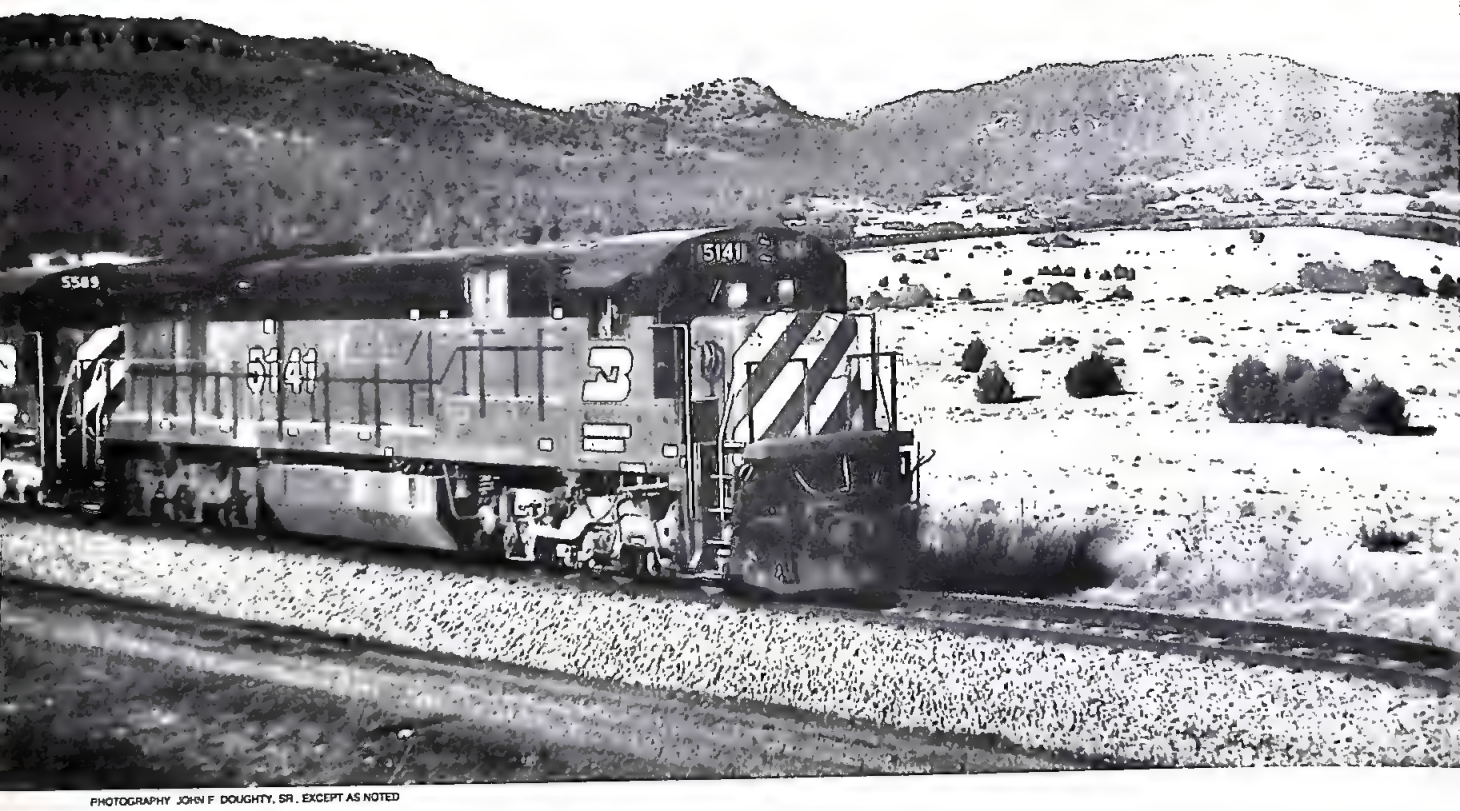
C&O RAILWAY PHOTO / C&O HISTORICAL SOCIETY COLLECTION

Next month

In the November 1993 issue Bruce C. Nelson summarizes the demise and ultimate fates of Lake Michigan's other two modern carferry operators, the Grand Trunk Western and Ann Arbor Railroad.



Where's



PHOTOGRAPHY JOHN F. DOUGHTY, SR., EXCEPT AS NOTED

Railfans like to find interesting locations for their photographic forays like Cajon Pass, Tehachapi Loop, Horseshoe Curve or Saluda Hill. How about a main line Western mountain pass with *three* horseshoe curves within eight miles of each other?

"Where's that?", you might ask.

"Trinchera Pass."

"Okay, so where's *that*?"

Trinchera Pass is on the First Subdivision of the Burlington Northern's Denver Division near Folsom, New Mexico. In simpler terms, it is where the old Colorado & Southern and Fort Worth & Denver main line from Denver to Galveston cuts across the northeast corner of New Mexico. In even simpler terms, it's the way that all those BN coal trains on the Denver-Pueblo "Joint Line" get into Texas. Just 37 miles east of the Santa Fe's famous Raton Pass, Trinchera Pass is in scenic high country with beautiful panoramas of volcanic mountains and grassy valleys. The dominant traffic is an unending parade of coal trains, nominally 116 cars in length.

Cattle drives

Trinchera Pass was discovered by economic necessity. Projecting southeastward out of the Sangre de Cristo Mountains, Johnson Mesa formed a major obstacle to passage along the Colorado-New Mexico state line below Trinidad, Colorado. In 1867 the famous cattleman Charles Goodnight, after a long drive, herded his cattle up through Raton Pass. There he met "Uncle Dick" Wootton, who demanded ten cents a head for the cattle to go over his toll road. Goodnight argued with Wootton about the rate but ended up paying it. After he had paid to run a herd through Raton Pass a second time, Goodnight vowed to find a better route! In the spring of 1868, he explored the various canyons east of Ra-

J.F. GARDEN

Trinchera Pass?

by John F. Doughty, Sr.

Horseshoe curves on the Burlington Northern in New Mexico

ton Pass and eventually found Trinchera Pass, 34 miles to the east of Raton, a toll-free crossing for his herds. Trinchera Pass had a much gentler slope, and there was ample water. The Goodnight Trail through Trinchera Pass became the primary route for the cattle drives of the next decade.

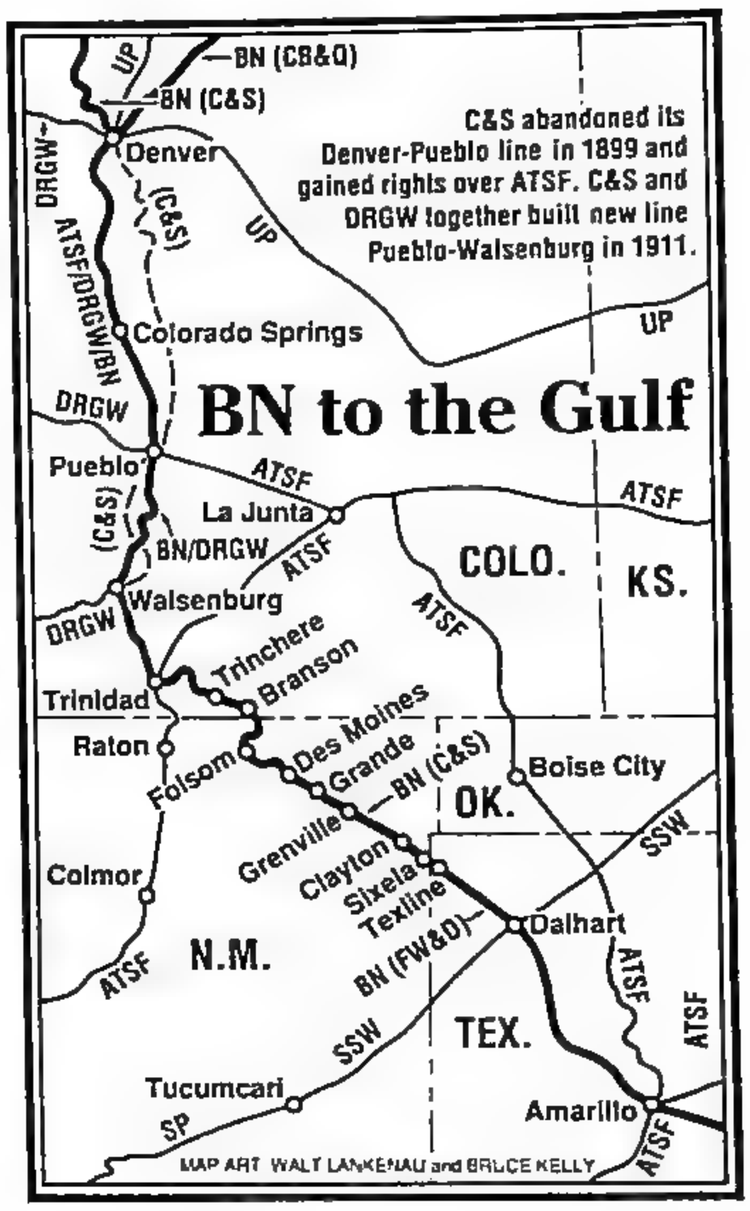
Getting permission

Since you will be on railroad property in the area around Trinchera Pass, you will need to visit the BN Trinidad depot (Exit 18 east off of Interstate 25 about four miles north of Trinidad) to obtain a release from the resident special agent, Dave Hopkins. Of course, while you are there you'll want to speak to the trainmaster and the agent about the day's line-up. When I was there on November 6, 1992, I happened to catch BN C30-7 5033 West plus Oakway SD60 9030, BN C30-7 5101 and BN SD40-2 7876 with over a hundred UFIX coal cars in tow. Just as I was leaving the depot, BN SD60M 9250 rolled in with BN SD40-2 8021, UP SD40-2 3844 and SD60 demonstrator EMD3 with a long string of VFX coal loads for Texas electric power use.

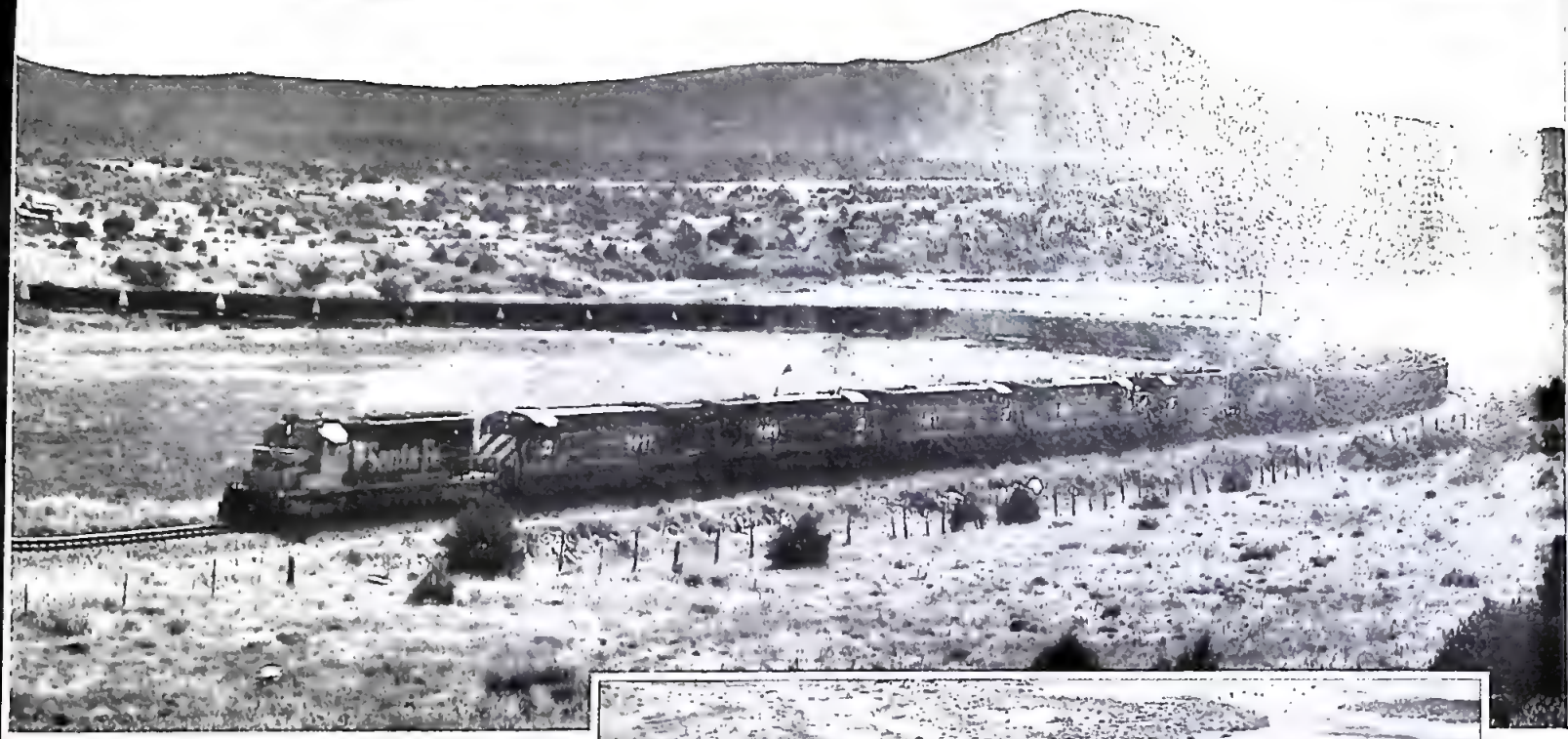
Heading for Trinchera

After your stop at the Trinidad depot (elevation 6000 feet), you can backtrack through town (there is a horseshoe curve in Trinidad itself) and then proceed east on U.S. 160-350 to Beshoar Junction. There the tracks pass under the highway and start their long climb up to the northern entrance of Trinchera Pass near Branson. Just after crossing the overpass, turn right on U.S. 160, and immediately you will see a dirt road going off to the right paralleling the BN main. The adventuresome should go that way! If you time it just right, you can do some audio and video recording pacing an eastbound from the rural road. There are several locations along this road where you can capture some morning trains against the dramatic backdrop of the Rockies. You will also pass the ancient Barela depot, which was moved from the BN right-of-way up to the county road; it now houses chickens and ranch supplies. If you take the dirt road just west of the old Barela depot and go north about a quarter mile, you can get some excellent photo settings of morning eastbounds as they round the curve and cross San Francisco Creek near Milepost 235.

Phil Combs, USMC retired, who lives nearby says, "It's great country just to grow old in. Folks 'round here live into their 90s if'n accident don't get 'em first. When I was a boy I'd watch the steamers go by and think about all the places they must have been. I said to myself someday I'll go to the end of the line." He did, and he came back to watch the long, diesel-powered coal trains, some of them



AT MILEPOST 277 on the downgrade between Alps and Folsom (**opposite**), four BN GE C30-7s were rolling eastward off Trinchera Pass on November 6, 1992. Five BN GEs and a Santa Fe SD40-2 had long coal train QQ050 (**below**) strung out on the big curve above the Twin Mountain horseshoe on March 14, 1988, climbing towards High Plains Summit.



THE VILLAGE OF FOLSOM, N.M., features a horseshoe loop at the west edge of town, as shown in the aerial photo (**above**) looking northwest. A westbound empty coal train (**top**) was swinging around the loop over the N.M. Highway 72 crossing on July 27, 1992, with Robinson Peak in the background. The similar-looking mountain above the eastbound coal train on the Twin Mountain horseshoe (**below**) is the Capaulin Volcano.

heading for the end of the line at Galveston, Texas.

Going on to the village of Trinchere (the railroad spells it differently), you can see another old C&S depot in a much better state of preservation about two blocks south of the present right-of-way. While at Trinchere, I was able to visit with engineer Tim Williamson and fireman James Ward in the cab of westbound Oakway 9039 which was in the hole at Milepost 251 (elevation 5826 feet) waiting for eastbound hotshot 92, headed by BN SD40-2 8025 with two "B" units in trail (SD40-2B 7502 and B30-7AB 4073). Tim and James were operating the two Oakway SD60s (9039 & 9078) from Texline, the southern terminus of the First Subdivision of the Denver Division, through to Pueblo. The 116 MCHX empties wrapped around the 8527-foot-long Trinchere siding curve behind the two Oakways were headed back to the Powder River Basin of Wyoming for another load of coal.

After the Oakways departed with the HH141 train, I went over and visited a nearby track gang. Speaking with Mike Vigil, I learned that the BN uses 136-pound rail on the curves and 132-pound on the tangents. The wooden ties are gone, replaced by concrete ones about seven years ago. Gone also are some of the Colorado Fuel & Iron rails, replaced by those from Bethlehem and Nippon Steel.

Proceeding east to Branson, you will probably note a local custom: the residents take their old license plates and nail them to road marker posts and

fence [illegible]. Arriving at Branson, you return[illegible] the pa[illegible]ent, specifically Color[illegible] Highway [illegible] At Branson (elevation [illegible]00 feet) [illegible]h the highway and [illegible] d turn[illegible]h towards New Mexico [illegible]olorado [illegible]hway 389 becomes [illegible]w Mex[illegible] Highway 551, which [illegible]es you [illegible]rough Toll Gate Canyo[illegible] here it [illegible]ins N.M. Highway 456 in[illegible] valley of the Dry Cimarron River. Turn right (to the southwest) to Folsom on Highway 456.

Folsom, New Mexico

Below Trinchera Pass, the village of Folsom — with a population today of about 100 interesting people — was a former water stop on the Colorado & Southern. It is five miles north of Capulin Mountain National Monument, an 8000-foot-high symmetrical volcanic cinder cone that effectively marks the southeastern end of Johnson Mesa.

Folsom sprang into existence shortly after the last spike was driven a few miles north of the townsite. That ceremony on March 14, 1888, united the Denver, Texas & Fort Worth Railroad Company of Colorado Governor John Evans and the Fort Worth & Denver City Railway of the famous railroad builder, General Grenville M. Dodge.

Almost immediately, the coal trains started to roll from the mines around Trinidad to consumers in Texas. The construction camp of Ragtown was renamed Folsom in honor of the lovely young Frances Folsom who had recently married President Grover Cleveland in the White House on June 2, 1886. Because good water was only 20 feet down, Folsom became the major water and coal stop for the line's steam locomotives. Also, it was for many years a cattle shipping point; the Folsom stockpens could hold up to 7000 head of beef.

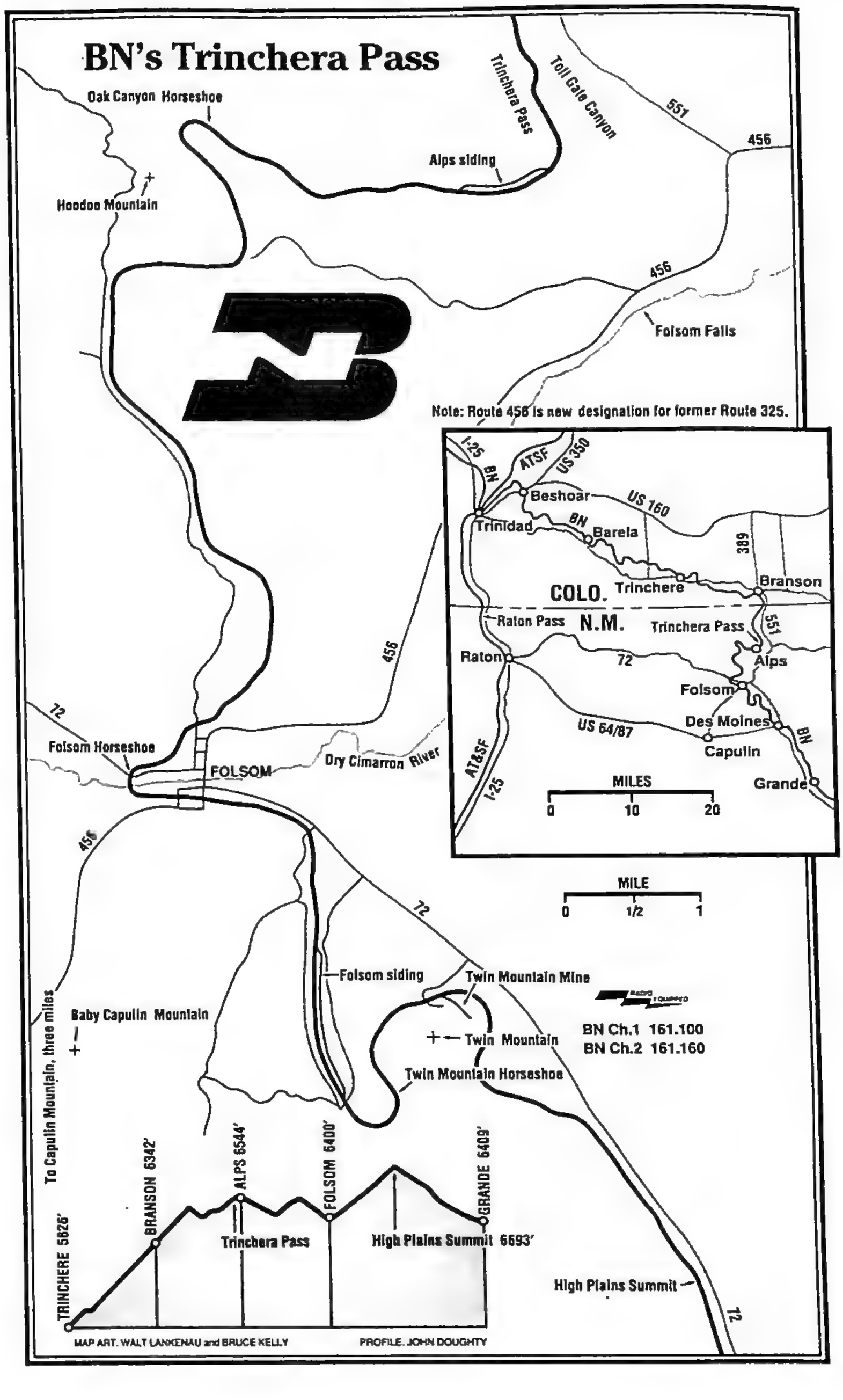
The railroad was under the Union Pacific banner from 1890 to 1899, when ownership was passed to the Colorado & Southern. It, in turn, came under the control of the Chicago, Burlington & Quincy in 1908, when the Burlington acquired 74% of the C&S stock.

Regular passenger service began in 1889 with Trains No.1 and No.2, *The Mail*, which operated between Denver and Fort Worth on a rather leisurely 36-hour schedule. The sleek, streamlined *Texas Zephyr* began service in 1940 and managed to survive until 1967.

Folsom, like Caliente, California, at the western base of Tehachapi Pass, is surrounded on three sides by the 177-degree Folsom horseshoe curve. Nestled in the valley of the Dry Cimarron River, Folsom provides many opportunities for scenic rail photography.

You can stay at the rustic Folsom Inn (505/278-2478), which is a mere 100 yards away from the tracks. Three highway crossings nearby alert you to train action should you happen to miss the sound of the usual four sets of dynamic brakes. If you have a scanner, you can monitor the BN traffic movements on 161.100 and 161.160 MHz.

The only way out of Folsom (elevation 6400 feet) on the BN is up: north it's up Trinchera Pass, and east it's up the Twin Mountain grade and around the 175-degree Twin Mountain horseshoe. Twin Mountain is the location of the last train robbery of the outlaw Tom "Black Jack" Ketchum, who was hung for his dastardly deeds in 1901 in Clayton, New Mexico Territory.



Oak Canyon Curve

Both the Folsom and Twin Mountain horseshoe curves are readily accessible

OAK CANYON CURVE has more rugged surroundings than the other horseshoes on Trinchera Pass; Four Oakway SD60s and one GE (**below**) were eastbound with a loaded coal train on March 5, 1988. One week later, another coal train (**above**) was approaching Clayton with four Oakways. Oakway 9039 West was in Trinchere Siding (**opposite bottom**) on November 6, 1992, for a meet with an eastbound coal train. A sign at Sixela (**opposite top**) marks the end of the BN Denver Division near the Texas-New Mexico border.

(see [illegible]). However the third, known as t[illegible] Canyo[illegible]rve, may require some [illegible]ng after traveling on the grad[illegible] some[illegible] muddy dirt road nor[illegible] of Fol[illegible] To get onto the roa[illegible] onto [illegible]vn Street from N.[illegible] way [illegible] the north side of Fol[illegible] one [illegible] to Wall Street, turn[illegible] (north) driving out of town and [illegible] turn and go under the bridge at Mi[illegible]st 280.89. You are then on the road which parallels the track for a few miles. A truck or high clearance four-wheel-drive vehicle is recommended. At Milepost 277 go through the gate onto railroad property and turn on the BN maintenance-of-way road on the west side of the tracks. You can go two miles to Milepost 275, which aligns the southern side of the Oak Canyon horseshoe. The Oak Canyon Curve turns almost a perfect semi-circle at 181 degrees. It is just below Alps siding, which straddles the 6544-foot summit of Trinchera Pass at Milepost 272. The best position for good photos of a coal train on the curve is near the west end of Alps siding. There you are looking into Oak Canyon, and in the morning the lighting should be right for catching a westbound laboring upgrade at 25 m.p.h. towards you. The steepest grade in Trinchera Pass is 1.84% near Milepost 280, with the nominal being 1% throughout the First Subdivision.

East from Folsom

Eastbound trains out of Folsom, after traversing the Twin Mountain curve, climb to High Plains Summit, the highest point (elevation 6693 feet) on the BN main in New Mexico. That summit at Milepost 290.3 is unlike forested Trinchera Pass. It is high open range, the favorite habitat of free roaming antelope (which abound from there all the way to Sixela siding where the BN leaves New Mexico at Milepost 347.2). While the tracks are laid in the open country, the backdrop is mountainous. High Plains Summit is three miles north of Des Moines where the rails pass to the north and east of Sierra Grande Peak (elevation 8720 feet), another large extinct volcano which is one of the largest single mountains in the 48 contiguous states.

A good place to eat in Des Moines, N.M., is the Sierra Grande Restaurant. It's about a half-mile east of town, and you can have a good meal without missing any train action since there are many picture windows with excellent views of the tracks across the highway.

As you proceed east out onto the high plains towards Grenville, Mt. Dora, Clayton and Texline, both the southbound loads and northbound empties usually highball at the allowable maximum of 49 m.p.h. However, around Folsom it is either dynamic brakes or notching up to Run 8 from the 25 m.p.h. speed limit with lots of wheel squeals as the train negotiates the horseshoe.

Something different

So next time you're out West and are looking for something a little different and exotic, plan on at least a couple of days around Folsom and feast yourself to lots of horsepower over lots of horseshoes.

And when you get home and somebody asks, "Where's that?", you can answer, "Trinchera Pass."

And when they ask, "Okay, so where's *that*?", you'll have quite a story to tell.

TWO PHOTOS OPPOSITE PAGE: J.F. GARDEN

A freight train before dinner

F-units in Yakima Canyon A Command Performance

by Keith Ardinger

F-units on freight in Yakima Canyon during 1993: It was something few would have predicted, but it happened on Saturday June 26 when a group of railfans chartered both newly-painted Washington Central F7s plus their caboose and a 14-car freight train.

The groundwork for this special train had actually begun during July of 1987 when I was one of the several Northwest fans asked to share the cost of running a special train for photography out of Yakima, Washington, using the then-newly delivered Washington Central Geeps 301 and 302. Nils Huxtable, photographer and author from Vancouver, B.C., called saying the WCRC would operate a train just for the fans if we would cover the cost of fuel. The crew was kind enough to donate their time to promote the new line. That trip was a big success.

It was at Winterail '93 when I heard that Washington Central was getting an A-B-A set of F7s and eight passenger cars from the *Transcisco Texan* dinner train in San Antonio, and from that moment on I set myself on the task of seeing those covered wagons on freight in Northern Pacific's famed Yakima Canyon.

After the Fs arrived in Washington during the spring of '93, the rumors were that the trio would be sent to a new dinner train being established by WCRC between Ottawa and Aurora, Illinois. Soon the two cab units were painted in WCRC colors, and it was good news when the railroad announced that the A-A set would be used on the already-established *Spirit of Washington* dinner train between Renton and Woodinville currently pulled by two Geeps. Once the Fs are in revenue service the Geeps may be sent out to start the Illinois operation.

With a past relationship to build on, I contacted Nick Temple, owner of the WCRC, who graciously agreed to cooperate on a photo freight before the Fs went to Renton. Now all to be resolved was a price. The consensus among the local railfans was that if the price could be held to $30 per person, enough bodies would participate to offer everyone a fair shot without overcrowding the photo lines. Mr. Temple said $100 per hour with a six-hour minimum would just cover the railroad's costs. This would give us both F-units, 14 freight cars and their sole caboose. This was important to us as the regular turn to Ellensburg usually gets only one unit, one-to-nine cars and no caboose.

Weeks passed before a date could be worked out, as the WCRC went over the units mechanically and painted them. The Transcisco B-unit would not be painted, since it isn't needed on the dinner train. Still, two shiny red "wagons" with freight on the old NP main would be well worth the effort. As for the paint scheme, Mr. Temple decided to follow the Transcisco design using WCRC's black and red colors. The nose herald would be a "W" and not the "seahawk" as on the freight units.

These Washington Central Fs and I go way back. In the early 1970s my brother Ken and I had made several trips to Wyoming to see them as part of five and six unit sets on the U.S. Steel ore line serving the Atlantic City Mine. While I'm not old enough to have seen them as delivered to the B&LE, I did get to San Antonio in '91 to photograph them in their Transcisco-predecessor Texas Southern livery. Washington Central F7As 100 and 102, plus B-unit 101, are retaining their Transcisco numbers; they were built as B&LE 723, 723B and 726, respectively. Erie Mining used the B&LE road numbers.

As the chosen day of June 26th approached, there were roughly 23 railfans relying on me to provide perfect weather and a 1960s train in the 1990s — during one of the coolest and cloudiest periods in years. A conflict surfaced as word got around that Union Pacific would be running a business train that same Saturday down the Columbia River Gorge powered by the newly rebuilt A-B-A E9s (page 74). Defections mounted, and on Saturday morning we were down to 16 stalwart soles gathered at the Yakima yard office.

Bob Burke, second in command on the line, would be at the throttle and Skip Stacy the brakeman. The weather produced a rare crystal sky, and those wanting to ride in the cab got on. The trip to Ellensburg was near perfect.

The only problem occurred on the first stop at a highway overpass north of Selah. A large flock of swallows was upset with our presence and flew in a tight circle directly in front of the lead unit. After several horn blasts only roused more birds and added to their speed, it was found that if we all clapped at once they would move away for a few seconds, allowing a quick burn on the cameras. I now wish I had a video of several carloads of photographers on top of a country overpass madly applauding the train sitting below!

At one stop we had two of our group that were riding get off and clear some brush to improve our shot from the highway. Now that's service!

At Ellensburg, after the units swapped ends of the train for the return trip, we had them pose by the old NP depot there. It was near noon, and the sun was high. But I have a shot of NP Fs at that depot during the 1960s, and the chance to recreate it was too good to pass up.

I decided to ride the lead unit back south, leaving brother Ken to drive the van with some of the railfans who rode the cab on the way up. There was one location out of sight of the road that I wanted to get that is very difficult to reach any other way than by rail. The view includes a small dam where the rails cross the Yakima River, and the shot turned out to be one of the best of the day.

As we were arriving back at Yakima we passed the other F-unit in town. Part of a tourist attraction, former-Alaska Railroad F7 1502 is on display near the WCRC on severed track in white, green and blue paint lettered "AMERICANA." Bob Burke is a well traveled railroader, and he noted that he had run that unit when he worked on the Alaska Railroad. I recalled having photographed the 1502 on the ARR. Such a small world, and a strange use for a fine locomotive — now stuffed and mounted.

In spite of having to subsidize the trip a little myself (16 weren't quite enough to pay the bill), a good time with the WCRC Fs was had by all. Photographically the trip was a resounding success, and later some of those who defected to the UP E-units admitted they may have been better off with the Washington Central. So okay, it was a bit like shooting fish in a barrel. But after these locomotives are settled in on the Renton-to-Woodinville dinner train run, I'll bet most anyone would liked to have been with us that sunny Saturday in June. Many thanks to Nick Temple, Bob Burke and the Washington Central for their fine hospitality.

KODACHROME KEITH ARDINGER

KODACHROME MARTIN E. HANSEN

ON JUNE 26, 1993, two freshly painted F7s led a 14-car photo freight north out of Yakima, Washington, on the Washington Central. One of the first photo stops was at the mouth of Yakima Canyon (**above**). They reversed direction at Ellensburg (**right**), recreating a scene made on October 7, 1967, with an NP train (**below**) led by F7 7001D.

KODACHROME MATTHEW J. HERSON, Jr

KODACHROME MARTIN E. HANSEN

WASHINGTON CENTRAL'S former-NP main line through Yakima Canyon is a spectacular railroad with numerous views (**bottom**) from the highway across the river. This classic scene at Wymer (**below**) was shown in the February 1990 R&R with SP 4-8-4 4449 during the 1989 "Yakima Steam-Fest." The F7s will move to WCRC's dinner train at Renton, Wash., just east of Seattle.

KODACHROME KEITH ARDINGER

Connecticut's

FUJI VELVIA. JIM BOYD

Connecticut was among the first states to extensively embrace the expressway concept. The Greenwich-Killingly Turnpike, now officially known as the Governor John Davis Lodge Turnpike but more commonly identified as part of Interstates 95 and 395, is considered to have been a major contributor to the bankruptcy of the New Haven Railroad, since across much of the state it paralleled the New Haven's New York to Boston main line. And over the decades following the Turnpike's construction in the mid-to-late 1950s, Connecticut has built expressways to just about everywhere else. Except in the southwest corner of the state, where New York-bound commuters provided steady traffic, frequent — if any — passenger rail service quickly became a thing of the past.

As the ranks of the Nutmeg State's highway commuters continued to grow and suburbanization spread to towns outside the confines of Fairfield County, however, the innovation that once was the Connecticut highway system evolved into obsolescence. While the solution so far for most of the state has been to widen roads, physical limitations on Interstate 95's right-of-way and the capacity of Amtrak's parallel Shore Line to handle additional trains led the state transportation department to test the rail alternative when it sought to address highway congestion east of New Haven.

Transportation officials hoped, in particular, to take an estimated 800 vehicles a day off I-95's congested Quinnipiac River bridge just east of downtown New Haven — a span that had

THE TRAINSET for the first afternoon run out of New Haven, scheduled to depart at 3:20 p.m., was maneuvering (**above**) onto the main line from the ConnDOT shop on May 3, 1993, recreating a memorable image of the NYNH&H at the New Haven station. On March 20, 1992, Geep 471 (**below**) was kicking up the snow on eastbound Train 3512 at Leete's Island. The units now face west.

KODACHROME. DAVID FATCH

Shore Line East

by David Patch

Commuter service with F-units and Geeps in New Haven colors

become notorious for its parking-lot condition during rush hours. The product of this experiment — ConnDOT's Shore Line East commuter service, inaugurated on May 29, 1990 — has succeeded well beyond official expectations and has also brought the distinctive, colorful New Haven Railroad livery back to the scenic rail route between New Haven and Old Saybrook.

A nickname soon applied locally to the Shore Line East service harkened back to one of the last previous trains that made local stops east of New Haven: the *Clamdigger*, which in its last days was an Amtrak Providence-New Haven run using the Budd RDC *Roger Williams* cab cars built for the New Haven and inherited by Amtrak from Penn Central. After the *Clamdigger*'s discontinuance in late 1970s, several short-lived Amtrak trains called at Madison, but after a few years all Amtrak trains ran non-stop for the 33 miles between New Haven and Old Saybrook.

F-units and a train

Officials estimated the state's total initial investment in the Shore Line East service at $4 million. The largest part of that start-up cost was the $1.7 million purchase of two F7m locomotives and ten passenger cars from Pittsburgh's Allegheny Port Authority, for whom the equipment had become surplus when the PATrain commuter service was discontinued in April 1989. ConnDOT acquired the equipment during the fall of 1989 and concurrently signed a $2 million per year contract with Amtrak to run the Shore Line East trains.

The two F-units are the biggest throwback to the Shore Line's history. Although the New Haven never owned any F7s, its fleet of 60 EMD FL9 locomotives was doubtlessly the most famous contingent of its all-time diesel roster. Speculation quickly arose after the two Fs were purchased that they would be repainted into the familiar Patrick McGinnis-inspired black, white and Socony red livery that had been introduced with the FL9s back in 1956 and resurrected for the ConnDOT-owned Morrison-Knudsen rebuilt FL9s working out of Grand Central Terminal in 1985.

The two locomotives had a colorful history of their own, having been built for Southern Pacific and Texas & New Orleans and later serving as the last motive power on the diminutive Wellsville, Addison & Galeton in western Pennsylvania before going to Pittsburgh. PATrain 6690 was SP 6443 and WA&G 2200, and PATrain 6691 was T&NO 365 and WA&G 2300. They had been traded to GE by SP and then purchased from GE by the Salzberg short line group in 1969 for service on the WA&G.

Still wearing brown, cream and orange paint and PATrain numbers (that would not be changed) the equipment arrived in New Haven in November 1989 and went through a brief series of tests that included at least one test run with both locomotives and three of the cars all the way to Groton, Conn., east of New London on the Shore Line. The equipment was then sent to Guilford Transportation Industries' backshop at Waterville, Maine, for pre-service conditioning and the installation of cab signal and automatic train-stop devices required on the Northeast Corridor — and, it was announced, painting into the McGinnis scheme, which was modified only by the addition of the Connecticut state seal on the locomotives' flanks. The "New Haven" livery was also applied to two GP38s and a GP7w that ConnDOT had leased from Guilford to round out the Shore Line East motive power roster.

The route

The only station building still standing between New Haven and Old Saybrook as ConnDOT prepared to inaugurate its new service was the one at Madison — and it was privately owned. ConnDOT spent about $400,000 for parking lot paving, fencing and construction of five small, wooden platforms with bus-stop style shelters at the Westbrook, Clinton, Madison, Guilford and Branford station sites. Station construction began in January 1990 and was finished by early spring.

Meanwhile, the first set of reconditioned PATrain equipment (F7m 6691 with two coaches and cab car 1680) appeared in road tests on the Boston & Maine during early March 1990 and then was sent to Connecticut in time for a ribbon-breaking ceremony at New Haven on April 26. Service was to start on May 29, 1990.

By the time of an inaugural press run on May 14, three more cars and former-Maine Central GP38 257 were also on the property, and the 6690 and two more cars arrived in time for May 29. The initial Shore Line East schedule could be covered by two sets of equipment, but ConnDOT opted to start out by stationing a "protect" train at Old Saybrook in the morning and New Haven in the evening as insurance against any embarrassing equipment failures during the service's early days.

Bus connections and parking

Fears that the New Haven station's relative distance to the city's central business district would dampen train ridership were addressed with the introduction of the Commuter Connection bus, which operates to and from a dozen downtown stops on a schedule that connects with Shore Line East runs and is available free to SLE ticketholders.

Public response to the service has been promising. Whereas transportation planners said their one-year goal was 800 passenger trips per day, patronage began at that level and soon eclipsed 1000 daily riders. Passengers interviewed for local media reports remarked that the train cost less to ride than it cost to park in New Haven, not even considering the cost of car operation and the hassles of fighting traffic on the highway. The free parking areas at several stations were expanded in the ensuing months to accommodate demand. They were expanded again in the spring of 1993 after suspicions that full parking lots were to blame for a leveling-off of ridership. At Branford, where the parking lot's size is confined by its surroundings, there has even been talk of state acquisition of a more spacious parcel nearby for construction of a new station with better parking.

After offering the initial month of train service for free, fares were instituted for Shore Line East. One way tickets initially ranged from $1.00 for the Branford-New Haven segment to $4.00 for the full trip between Old Saybrook and New Haven, with $2.00

charged for all trips between points outside of New Haven. These fares lasted until February 1, 1993, when all were raised by $1.00 as part of the system's first fare increase. The only other tariff available is monthly commutation, which now ranges from $29.00 to $82.00, about 10% higher than the original monthly scale. One-way tickets may be purchased only on the train with cash, and monthly passes may only be ordered by mail.

Although Connecticut's financial condition seems likely to provoke proposals for additional fare increases in the future, Shore Line East appears likely to maintain its standing as a cheaper and more relaxing alternative to driving to work in New Haven.

Two rush hours

So far, Shore Line East service has been confined to rush hours, westbound in the morning, eastbound in the evening, with non-stop deadhead moves between runs. For a while there was some discussion about having the deadhead moves converted into "reverse commute" trains making station stops for people who might live in New Haven and work in the suburbs, but so far the only manifestation of this has been to turn two pairs of the deadhead trips into passenger carriers. With the 79 m.p.h. track speed, the 33-mile nonstop deadhead between Old Saybrook and New Haven takes only about a half hour.

Service started out with four morning and six evening trains, and Amtrak train No.13, the *Mail Express*, supplemented the morning service by temporarily adding Madison and Guilford stops to its run. By October 1990, leased GP7w 471 had been delivered by GTI, and a third set of equipment was made available, permitting service to expand with a fifth morning train (replacing the Amtrak train's stops) and eight evening runs. The arrival of leased GP38 253 from Waterville in January 1991 completed the Shore Line East motive power roster as it stands today.

The October 29, 1990, timetable remained in effect for a year. The transportation department initially hoped that by late 1991 an extension of service to the New London area would be possible. By then, however, the state of Connecticut was in sufficiently severe financial straits that ConnDOT's only action was to add a sixth morning run, which would result in no substantial extra expense since no additional train crew was required.

More cars

One of the preparations that ConnDOT had made for expanding commuter rail service — either by extending Shore Line East or by introducing a new route — began to bear fruit during the fall of 1991, however, with the delivery of new passenger cars from Bombardier. After Shore Line East's initial success, ConnDOT had approached Bombardier officials with a request to build ten more cars, including four more cab cars with Head End Power generators similar to those in the three ex-PATrain cabs. Bombardier proposed instead to build four cab cars and then include undercarriage HEP generators on four of the six regular coaches, a step that required no change in the cars' interior layout. ConnDOT placed the order, and the first three cars, distinguishable from ConnDOT coaches built for Metro-North Commuter Railroad service by their "Connecticut Commuter Rail" livery, went into service on December 16, 1991.

By the late spring of 1992, Bombardier consists were predominant. (As it turned out, some of the new cars briefly drew assignments on the Metro North-operated Waterbury Branch during early 1992. Use of the undercarriage HEP generators has permitted

Shore Line East Equipment Roster

Effective July 1993

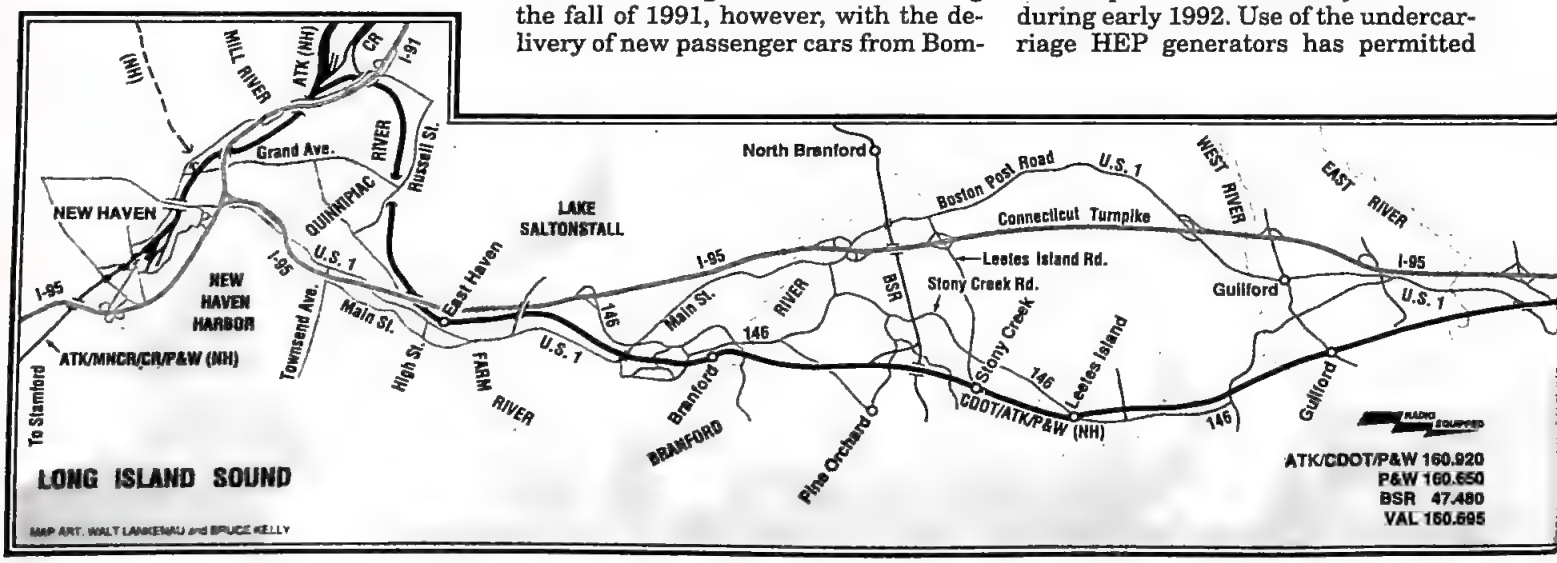
LOCOMOTIVES

No.	Type	B/n	Origin
6690	F7m	18157	Built 2/53 as SP 6443, to WA&G 2200 via GE in 1959, to PATrain 6690 in 1980, to SLE 6690 in 1989
6691	F7m	15358	Built 5/53 as T&NO 365, to WA&G 2300 via GE in 1959, to PATrain 6691 in 1980, to SLE in 1989
253	GP38	32662	Built 11/66 as MEC 253, leased to SLE in January 1991
257	GP38	32666	Built 11/66 as MEC 257, leased to SLE in May 1990
471	GP7w	12367	Built 9/50 as MEC 571, rebuilt to 471 with crew cab 12/85, leased to SLE in October 1990

PASSENGER CARS

No.	Description
998-999	De-powered Budd SPV-2000s built for ConnDOT
1600-1606	PATrain 1600-1606, originally C&O coaches
1614/16	Bombardier 1991 coaches
1640/42/44/46	Bombardier 1991 HEP coaches
1680-1682	PATrain 1680-1682 cab coaches, originally C&O coaches
1691/93/95/97	Bombardier 1991 cab coaches

Compiled by David Patch and Jim Boyd



ConnDOT to expand service on the branch without having to provide Metro-North immediately with HEP-equipped locomotives. Two de-powered ConnDOT-owned Budd SPV-2000s made occasional appearances in Shore Line East service as backup equipment before the Bombardier cars arrived. When SPV's 998 and 999, originally built for Amtrak service between Springfield, Mass., and New Haven, were used on Shore Line East, they were bracketed by a locomotive at either end. ConnDOT officials say they have decided to de-power and rebuild the rest of the state's ten remaining SPVs which had been stored for years at New Haven, but it is likely that the refurbished cars will be used for new service elsewhere rather than on Shore Line East.

Soon after they were placed in service, the GP38s became the most commonly used of the Shore Line East locomotives. Crews preferred the 253 and 257 because of their better acceleration, whereas they complained that the two F7s could barely pull their own weight. For a while it seemed like the two GP38s and the 471 would hold down all but emergency assignments. But the classic cabs have survived, and during the spring and summer of 1993 they seem to be in service more regularly than the GP38s.

Fs for special events

The Fs have also drawn many of Shore Line East's publicity assignments. Among them were excursion runs between New Haven and Branford held in conjunction with an Open House at the New Haven maintenance facilities soon after service began, a special charity run in September 1990 to take handicapped children to Mystic Seaport and a 1991 display/excursion on the Valley Railroad in Essex when that company celebrated the 20th anniversary of its steam excursion service. Remarkably, the SPV set, with the two Fs at either end, also made several New Haven-Springfield runs during the 1990 Thanksgiving holiday weekend when Amtrak borrowed them to provide additional equipment capacity.

When ConnDOT announced that it would be running promotional "Santa Claus Specials. between Old Saybrook and New Haven on December 15, 1990, the plan was to deploy the 6690 and 6691 for those runs, as well. When required pre-registration ran into the thousands of passengers — rather than the hundreds that ConnDOT had planned for — officials had to scramble to borrow four FL9-powered trainsets from Metro-North to meet the demand, prompting the one occasion when FL9s have been used to provide Shore Line East service. (A fifth train that day was a seven-car set of SLE equipment powered by the 257.)

ConnDOT's proposal for holiday service in 1991 proved to be the one major failure Shore Line East has encountered to date. Perhaps because fares were being charged this time around or because the heavy publicity effort that had accompanied previous events seemed to be missing, the four morning inbound and four afternoon outbound Saturday trains between Old Saybrook and New Haven drew extremely light patronage and were canceled after the third week of what was originally planned as a five week program between the Thanksgiving and New Year's holidays.

From a railfan perspective, both the 1990 and 1991 holiday operations were hit with another plague: unpleasant weather. With only rare exceptions, Shore Line East's locomotives faced east for the first 23 months of service, and before the October 1991 introduction of the 8:58 a.m. schedule from Old Saybrook, there were no eastbound runs (either deadhead or revenue) leaving New Haven between 6:50 a.m. and 3:15 p.m. The holiday trains' mid-morning operations offered the promise of ideal lighting for many "eastbound" locations, but the weather was uncooperative, especially in 1990 when the FL9s ran on what was universally proclaimed the darkest, wettest, most miserable day of the year. No such downpours occurred on the three Santa Saturdays in 1991, but cloudiness prevailed each day.

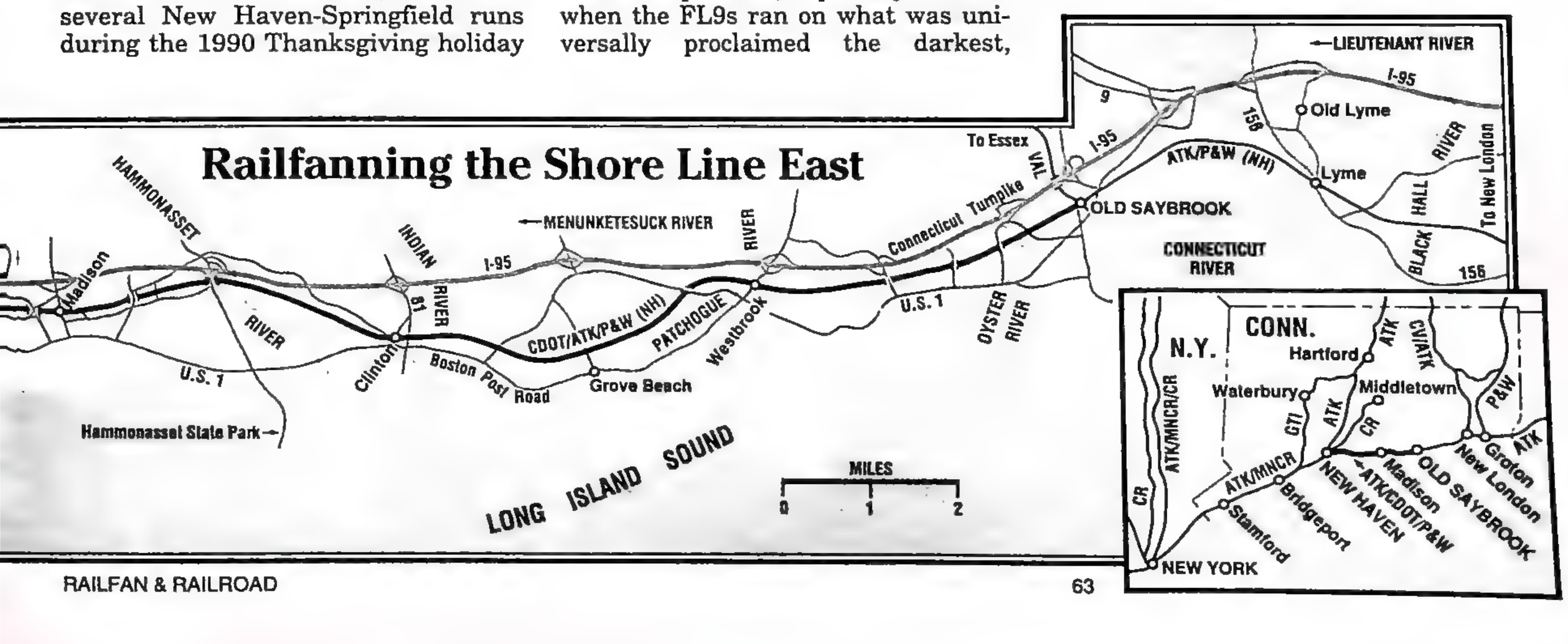
Photographic opportunities opened up somewhat, however, in May 1992 when all Shore Line East trainsets were turned to face west. This change was reportedly implemented because operation of equipment facing one direction only was causing uneven wheel wear. Although no further changes have been made by summer 1993, observers expect equipment henceforth to be reversed on a periodic basis.

Shore Line topography

While not as famous as the section east of Old Saybrook, where the railroad hugs bay shores and beaches as it winds along the Connecticut coast, the 30 miles that Shore Line East traverses are also quite picturesque. Unburdened by the wetlands restrictions that would make construction of the railroad as it is today impossible, the New Haven & New London Railroad chose the path of least resistance and built long fills across tidal backwaters and marshes for much of the route and skirted village centers where possible.

Connecticut is not known for mountainous terrain, but the eastern part of the shoreline is punctuated by pesky rock ridges that separate the valleys of the various small tidal rivers. Particularly in Branford and Guilford and then further east in New London County, the rocky spines run all the way to the coast, providing obstacles that the railroad builders carved their way through, creating cuts that are occasionally quite deep. The long fills, meanwhile, provide the open photo opportunities that are so often denied in New England because of the treed-in nature of its railroads.

Just east of New Haven, where the railroad runs inland to avoid the harbor and to connect with the line to



Springfield and the leads to the once-glorious Cedar Hill freight yard, one of the ridges forced the construction of the Shore Line's only tunnel. Aligned north-south, with eastbound trains running south, the East Haven tunnel is also one of the Shore Line's most remote locations, as dense woods surround both portals. A mile south of the east portal, rail travelers' first vision of civilization is the back of a K-Mart shopping plaza that fronts on Interstate 95.

After slicing across East Haven and western Branford — including a scenic curve around the head of Branford's small harbor — the railroad regains greater solitude from heavily developed areas, but road access here is better than it is at the tunnel. East from Branford center, through the Pine Orchard, Stony Creek, Leete's Island and Sachem's Head areas, the line is followed by State Highway 146, although as often as not, actual access to photo vantage points is from side roads as Route 146 rambles to avoid the marshes that the railroad marches across. In this section in particular, the line crosses several tidal creeks whose watersheds are separated by rugged rocky ridges.

Between Guilford and Madison, the railroad crosses a long fill over a marsh and the East River, a small creek that would never be mistaken for its namesake in New York City. At the east end of here the railroad crosses over U.S. Route 1, which for the rest of the way to Old Saybrook is the closest parallel main road. While development is closer to the tracks here and the terrain is more gentle, there are still numerous good photo sites, again mostly from side roads. The one major marsh fill in this segment is across the Menunketesuck River in western Westbrook, which is visible from Route 1 as the roadway passes through a marina district. An architectural highlight is the art-deco Chesebrough-Pond's factory in Clinton, which has a freight siding that was active until recently.

Until the early 1980s, the Shore Line widened to four tracks at the Route 153 overpass in Westbrook, just east of the Westbrook station. Since long freight trains no longer traverse the Shore Line, however, Amtrak shortened those sidings by several miles, and they now end at School House Road in Old Saybrook, one and a half miles west of the depot. The eastbound siding, which is regularly used by freights to gain access to the R.R. Donnelley & Sons printing plant at its west end, rejoins the main just west of the station, while the westbound siding, now designated as an industrial track, is currently active only at its east end and provides access to a run-around siding and the Saybrook Junction wye on the north side of the main.

Among the photo locations along the Shore Line are numerous overhead bridges; the New Haven long ago eliminated all grade crossings along this portion of the route. Many of the bridges became severely deteriorated during the 1970s, however, as years of deferred maintenance and disputes over who was responsible for the cost took their toll. More recently, the state and towns have replaced many of the bridges under a so-called "Orphan Bridge" program — although the new structures feature high fencing that deters rock throwing and inhibits photography.

Afternoon photography

As long as the locomotives remain facing westward, the Shore Line East will put on its best show in the afternoons. The morning parade begins at 4:48 a.m. in Old Saybrook and wraps up with the last train into New Haven at 9:48 a.m. The power will usually hide out inside the huge shop building across from the New Haven Amtrak passenger station until mid-afternoon, when the 3:20 departure for Old Saybrook (with the locomotive pushing from the rear) begins the afternoon parade that lasts until well after 10:00 p.m. when the last deadhead returns. Long summer days and Daylight Saving Time will obviously give you the most trains to shoot before it gets dark.

If you plan to railfan Shore Line East, get yourself a current timetable and keep track of which locomotive is on which train — remember, everything that goes to Old Saybrook deadheads back non-stop whether or not the run shows on the timetable. Figure a five-minute turn-around and a track-speed run for home. The westbound deadheads with the locomotives on the right-hand track with headlights bright make for the best pictures. It takes three sets of equipment to cover the summer 1993 schedule, so at least one F-unit is likely on any given day, and both are not uncommon.

Shore Line East will provide a very entertaining afternoon. If you watch the schedules, you should have about 15 or 20 minutes between trains in most places to move from one location to another. The trains run fast, and they tend to run on time.

And keep the Amtrak schedule handy, as well as there will be two or three trains [illegible] likely to show up during the afternoon parade before dark.

Wires in the future

A pending change that would have the most dramatic effect on Shore Line East service, however, is Amtrak's planned electrification of the line between New Haven and Boston. Although the New Haven's initial plan was to four-track and electrify the entire route between New York and Boston, neither objective was realized east of New Haven. Amtrak, which acquired title to the line in 1976 as part of the broader plan to improve rail service on the Boston-Washington Corridor, is now finalizing plans for the electrification. The job is scheduled to begin in 1994 and last three years.

Bi-directional signals have already been installed on much of the Shore Line, high-speed crossovers are due to go in at Guilford, Old Saybrook and two other locations further east during summer of 1993, and Amtrak plans to install concrete ties over the New Haven-Old Saybrook segment during the fall. The intended end result, to be accomplished in conjunction with improvements on the already electrified segment west of New Haven, is three-hour rail service between Boston and New York, making the railroad competitive with the air shuttles for business travel and more convenient for current highway travelers.

At present, SLE trains are often scheduled to follow Amtrak runs so that the locals will not delay the expresses with their station stops. This becomes a problem, however, when the Amtrak runs are late — either the SLE trains must wait or the Amtrak trains lose even more time following the locals. The new signals and crossovers will allow Amtrak trains to overtake the locals, something that could not be done when the Shore Line was run by Rule 251 and conflicting moves could not be made without fouling opposing traffic for upwards of 30 minutes.

From a photographic perspective, however, the Shore Line will become far less accessible and far less attractive once electrification begins. On a double-track railroad ln particular, catenary poles will constrain photo angles, and it also seems likely that much of the railroad will be fenced in for the purposes of reducing trespassing. It is also plausible that electrification will result not only in the introduction of high-speed Amtrak trains but future electric equipment for Shore Line East service, although ConnDOT officials so far say they have no such plans. Cosmopolitan m.u. cars would hardly be worth a trip to Old Saybrook for.

EKTACHROME (LEFT) and TWO KODACHROMES JIM DOYD

THE SHORE LINE EAST F7 6691 was delivered from GE to the Wellsville, Addison & Galeton (**above**) in "black widow" colors as T&NO 365, shown at Galeton in August 1970. It was repainted and numbered 2300 by October 1972 as it worked behind sister 2200 (**top**) at Westfield. In 1980 the pair went to Pittsburgh's PATrain commuter service, where 6691 was seen McKeesport in July 1981.

Other Shore Line action

Amtrak, of course, operates a host of through trains during the midday hours. Under the Summer 1993 timetable, eastbound trains are scheduled out of New Haven at 9:00 and 11:30 a.m., two more depart in the early afternoon, and the evening Shore Line East trains compete for track space with five more Amtrakers. Between 7:00 a.m. and 8:30 p.m., Amtrak operates nine trains westbound as well. Since there is no eastbound traffic during its operating time, Shore Line East 3647 (out of Old Saybrook at 7:50 a.m.) has usually run west on eastbound Track 2 to stay out of the way of Amtrak *New England Express* 151, out of New London at 7:41.

Most of the Amtrak runs have a single F40PH and four to six Amfleet cars, although train sizes grow during peak travel periods, and Numbers 12, the *Fast Mail*; 169, the *Mayflower*, and

TWO KODACHROMES: DAVID PATCH

190, the *Benjamin* [illegible] normally have baggage [illegible] Number 151, 153, 154 [illegible] the *New England Express* [illegible] all-reserved consists of [illegible] four to five cars.

Dodging the expresses during the midday hours is the Providence & Worcester's local, the last vestige of freight on what was once also a heavy-tonnage main line. The P&W, renowned for its varied and colorful motive power (U23Bs and MLW M420s, in particular), has been steadily expanding in southern New England as Conrail retrenches from former New Haven Railroad territory, and in 1992 that expansion included the freight rights over the Shore Line between Old Saybrook and New Haven (November 1992 R&R).

The primary freight business is the movement of crushed stone from an interchange at Pine Orchard with Tilcon-Connecticut's Branford Steam Railroad (April 1990 R&R) to New Haven and to a distribution center at Old Saybrook. When this traffic is running, between late March and mid-December, it warrants the operation of a five-days local, NH-1, between New Haven and Old Saybrook. NH-1 connects at Old Saybrook with Plainfield, Conn., based train NR-2, which relays cars for P&W's handful of merchandise customers along the western Shore Line and in the New Haven area. The two occasionally meet at Old Saybrook.

Since Amtrak owns and maintains the Shore Line trackage, Amtrak work

THE TWO F-UNITS were teamed up with the two de-powered SPV-2000s at Old Saybrook on April 2, 1991. In the shorter months of the year, much of the Shore Line East action takes place after dark; GP38 253 (**top**) was pausing at Old Saybrook on May 7, 1991. With the locomotives now facing westward, the 6691 was shoving furiously on Train 3634 (**below**) through the cut at Pleasant Point Road, just east of Branford Steam Railroad's Pine Orchard yard on May 3, 1993.

KODACHROME: JIM BOYD

trains are not [illegible]. In addition to maintenance activities between Old Saybrook and New Haven, the area also sees ballast trains that handle stone from Tilcon at Pine Orchard to sites elsewhere on Amtrak and on MBTA property that Amtrak also maintains. Normal power for Amtrak work trains is one or two CF7s, but during this summer Amtrak has leased a half-dozen Conrail SD40-2s to run the heavy trains associated with the concrete tie project.

Other potential diversions for visiting railfans during the midday hours includes the steam trains of the Valley Railroad at Essex (now using ex-Aberdeen & Rockfish 2-8-2 No.40), the aforementioned steamless Branford Steam Railroad between Pine Orchard and North Branford (most easily observed at the Pine Orchard yard on Pleasant Point Road off Route 146) and Amtrak, Conrail and P&W operations in the New Haven area. Slightly further away is the Connecticut Central short line based in Middletown that rosters two ex-Genesee & Wyoming Alco S4s and is leasing privately owned "New Haven" RS1 0670 for service during 1993.

KODACHROME: DAVID PATCH

THE FIRST LIGHT OF DAWN illuminates GP38 257 as it eases a deadhead move into Old Saybrook on August 23, 1991, while Amtrak mail train No.13 waits for it to clear the crossover. On September 8, 1990, F7 6690 (**below**) was westbound at West Mystic.

To the horizon

Connecticut's venture into expanding commuter train service has been a resounding success, and state transportation officials are enthusiastic about the prospects of extending Shore Line East service to the New London area in the future and for introducing commuter service elsewhere in the state to relieve highway congestion and bring the state into compliance with federal clean-air laws. Although they now are rarely used for Shore Line East service, ConnDOT retains the ten ex-PATrain cars and will soon have the de-powered SPVs in its serviceable stable as well. ConnDOT officials won't say what their next target might be but coyly note that the cars say Connecticut Commuter Rail, not Shore Line East, on them.

Meanwhile, there are New Haven colored F-units scampering around in the afternoon sun every weekday beginning at 3:20 p.m. And regardless of the politics, they put on a fine show.

KODACHROME: DAVID PATCH

FUJICHROME VELVIA LES MacDONALD

NEW HAMPSHIRE CENTRAL has begun operations with RS3 7801 leased from the New Hampshire & Vermont. NHC is based at North Stratford, N.H., where 7801 met a St. Lawrence & Atlantic freight led by a CN North America SD40u on June 24. See page 42.

KODACHROME KEVIN PIPER

VIRGINIA SOUTHERN GP40 200, formerly Katy bicentennial unit 200, was photographed at CSX's Barr Yard in Blue Island, Illinois, on April 6 after it had been shopped at NRE. See page 44.

KODACHROME BILL MALTBY

WILLAMETTE & PACIFIC has acquired more than a dozen ex-Santa Fe GP39-2s. The first to be repainted into the livery of W&P parent Genesee & Wyoming was W&P 2314 (former-AT&SF 3615), unveiled at SP's Brooklyn Yard in Portland on July 3. See page 44.

KODACHROME KEITH E. ARDINGER

MINNESOTA COMMERCIAL liked the paint scheme on their ex-AT&SF CF7 so much that they applied it to GP9 400. The ex-BAR Geep was working at Minneapolis in September 1992. See page 42.

KODACHROME KEITH E. ARDINGER

MOLALLA WESTERN RAILWAY, which now owns the ten-mile ex-SP branch between Canby and Molalla, Oregon, has painted its first unit, ex-GN SW8 801, shown on East Portland Traction in Milwaukie, Ore., on June 25. Simpson engineer Pete Replinger sold MW the SW8 and will also be selling them his NW5. See page 44.

KODACHROME: BEN KERR

TURLOCK WESTERN now operates the three-mile ex-UP (nee-WP/Tidewater Southern) branch between Hatch and Chemurgic, Cal., with GE 44-tonners 25 (**right**) and 26, which still carry small Stockton, Terminal & Eastern and Central California Traction markings on their cabs. TW bases the pair of GEs out of Chemurgic.

Market

BY JIM BOYD

gh ater Havoc

ON MAY 4, 1965, GP30 977 and two GP20s led CB&Q freight No.88 through the flooded yard at Savanna, Illinois. This was the first train to make it through with diesel power. On the previous day, 2-8-2 4960 had been handling trains through the high water while the diesels stayed dry on either side.

As Yogi Berra used to say, "it's *déjà vu* all over again." I was living in the Midwest when the Mississippi River went on its last big rampage in April of 1965, and the news reports filtering back to New Jersey about the 1993 floods and detour routes have an all-too-familiar ring about them. If you have any doubts, check out the two photos on the top of page 73 taken at Dixon, Ill., 28 years apart. The 1965 shot shows a Milwaukee

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Road freight with a C&NW Geep as a cab signal and Automatic Train Stop equipped pilot unit, while the 1993 shot shows the F40-powered *California Zephyr* with an ex-C&NW Metra E8 for an ATS pilot. As in 1965, in 1993 the C&NW bridge at Clinton, Iowa, was one of the first to reopen and saw a lot of detour traffic both times — although 1993 looks like it will be the all-time champ in that department.

Although even CNN television news has compared the 1993 and 1965 flooding, there were some important differences. In '65 the severe flooding was mostly on the Mississippi itself and concentrated further upriver between Davenport, Iowa, and St. Paul, Minnesota. The 1993 flooding started a bit north of Davenport and swept well south of St. Louis and included the Missouri River and the tributaries in between, mostly in central Iowa.

The first detours of the 1965 flooding found the CB&Q's trains from the Twin Cities running into Chicago over the Milwaukee Road, as the Burlington line was flooded along the river. A 19-car combined *Empire Builder* and *North Coast Limited* began detouring over the Milwaukee on April 19, 1995. We followed the local news reports (I was working for television station WTVO in Rockford at the time and was constantly checking the UPI news wire) to follow the progress of the flood as one by one the bridges over the Mississippi closed down. I have a night shot of Milwaukee Road F-units on "the last eastbound over the Savanna bridge" working at Stillman Valley, Ill., on April 22. Another set of Fs was nearby that night on a westbound freight holding at Davis Junction. The next day the Milwaukee trains began detouring over the C&NW between Chicago and Tama, Iowa, producing shots like the one on page 73 of a C&NW unit leading a Milwaukee road set.

Two days later the North Western's Clinton, Iowa, bridge went under — actually, it was probably the approaches, as the bridge itself was relatively unscathed. The Milwaukee and North Western then both began detouring over the Rock Island via Davenport, which remained open. I got a shot at Silvis on the 26th of a Milwaukee freight with three F-units led by a C&NW pilot Geep with a Rock Island pilot F7 tacked on the front (the Milwaukee was still detouring over a piece of the C&NW east of Tama to get to the Rock Island).

By the second of May things improved as the water began to recede and the North Western reopened. The CB&Q discovered that it could bypass the flooded yard at Savanna by getting onto the Chicago Great Western at East Dubuque and returning to its own track via the Great [illegible] between Holcomb and [illegible].

At the height of the flood, steam was even pressed into service to push through the high waters where gasoline motors dared not tread. The Clinton, Iowa, [illegible] plant [illegible] Clinton, Iowa, brought in [illegible] Burr's Illinois Central 2-8-0 790 from [illegible] Rapids and used it to switch out the [illegible] flooded [illegible] complex in Clinton. I [illegible] see the smoke from the edge of the flooded highway at Fulton, Illinois, but it would have been more than a 400-mile drive to get there (down to Davenport via an inland route, over the river and about 100 miles west into Iowa, then north and into Clinton from the west). I simply couldn't take the time, as I was working evenings at the TV station.

But May 3, 1965, is a day for me that will live forever in infamy. A massive UP *City of Everywhere* streamliner roared into Chicago behind a C&NW pilot E-unit, and I got a memorable shot of it at Dixon. I'd heard that the IC/CGW bridge at Dubuque was open, so I decided to head north to Stockton and maybe catch a CGW or detouring CB&Q freight on the CGW or the first westbound IC *Land 'o Corn* at Freeport.

I paused on Route 78 at the U.S. 52 intersection in Mt. Carroll, about 15 miles east of Savanna. I vividly remember sitting there,

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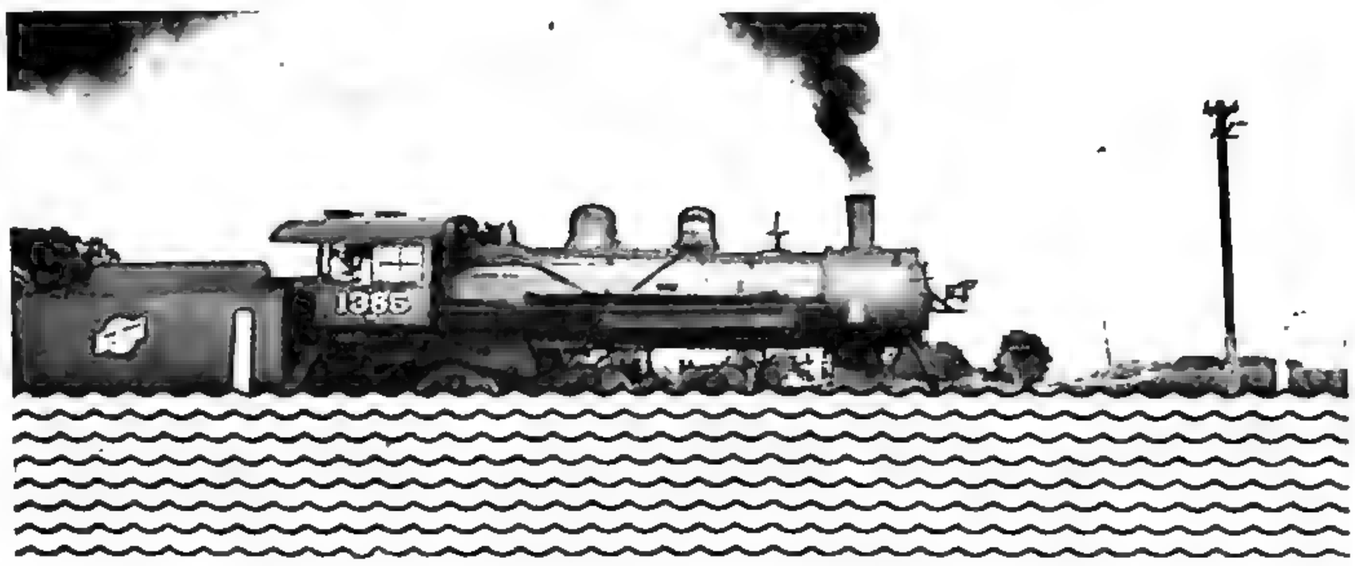
steering wheel in hand, wondering, "Should I go into Savanna to see what's there. Nope, don't bother. The Q is detouring over the Great Western and I know the Milwaukee's still dead 'cause I just photographed a detour on the North Western. Stockton is a better bet." I hammered north to Stockton not knowing that it was the worst railfanning decision I had ever

Every moment, only 15 miles away, a lone Q 2-8-2 was moving freight trains, *Zephyrs* and the *Empire Builder* through the high iron in the Savanna yard. I got a grubby shot of Great Western Fs and a night shot of the *Can 'o Corn* and missed the one thing I'd dreamed about for years — steam in regular flood service. I'd read in *Trains* about the Texas & Pacific borrowing an FW&D 2-8-2 for flood service a few years before, and that image had been in my mind throughout the 1965 rampage. I'd already missed Keller's 2-8-0 in Clinton because I couldn't get across the river, and now my wildest dream was being played out *just 15 dry highway miles away*, and I didn't know it!

Can you imagine my reaction when I stopped by the TV station that evening and saw a news wirephoto of the 4960 pulling a train through the axle-deep water at Savanna where I'd *almost* just been?

next in RAILFAN & RAILROAD month



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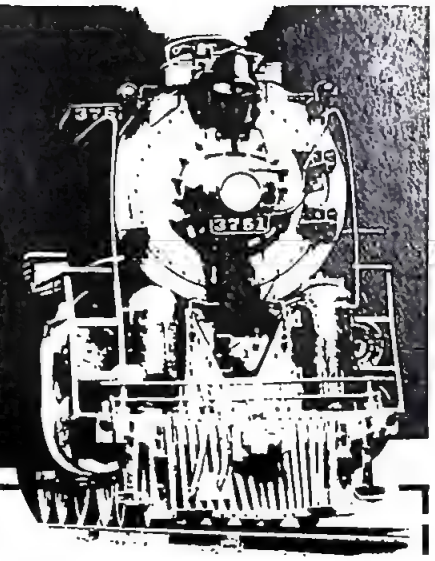

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The next [illegible] Savanna at the crack of dawn [illegible] really was a time in my life when [illegible] out of bed in the morning [illegible] the fantripper 2-8-2 4960 [illegible] and waiting. Waiting, that is, for [illegible] two GP2[illegible] to take hotshot [illegible] water, the first train to try it [illegible] the GP's pushed a bow wave, [illegible] my body was crying out, "*flashover ... c'mon, damit ... flashover!*"

But the diesels made it through, and the 4960 was taken over to the roundhouse to have its fire banked. It would be kept hot for the next couple of days until the flood threat was past and then deadheaded light back to Chicago. To the best of my knowledge, no *railfan* photographed the 4960's floodwater operations. The only photo I ever saw was from a local news reporter.

In addition to inundating Iowa, the muddy rivers of 1993 brought back a flood of memories for me.

It's all relative

Of course, what's memorable to some is just water off a duck's back to somebody else. As I showed Mike Del Vecchio the photo of the diesels taking 88 through the water, he lit up and exclaimed, "Wow! You got one of those blue URTX reefers behind the engine!"

Some folks just have no sense of history.

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TWO KODACHROMES MIKE McBRIDE

EKTACHROME: JIM BOYD

DETOURS AT DIXON also occurred with the flood of April 1965, when Milwaukee Road Fs ran on the C&NW behind a C&NW GP9.

FUJICHROME VELVIA: C.W. EDINGER

FUJICHROME: DAVID A. PHILLIPS

THE MIDWESTERN FLOODS forced widespread rail detours. Amtrak's *California Zephyr* ran over the C&NW with Metra E8s leading to function with C&NW's cab signal system. Amtrak No.5 was photographed (**top**) at Dixon, Ill., where it met a UP eastbound train (**above**). On July 14, Santa Fe's WEPX coal train, running from York Canyon, N.M., to a Wisconsin Electric power plant, was on UP's Archer Hill in Wyoming with a UP SD60 leading AT&SF Super Fleets (**left**). An L.A. to Chicago Santa Fe stack train rode BN's ex-C&S line past Prospect Junction in Denver on July 12 (**below**), bound for Cheyenne. See page 42.

KODACHROME BRUCE KELLY

KODACHROME NANCY STACY

MONONGAHELA RAILWAY B23-7 2304, rebuilt as Conrail B30-7R 2034, was at Leetsdale, Pennsylvania., on June 17. See page 43.

KODACHROME: STEVE GERBRACHT

KODACHROME: DAVE NICOLETTI

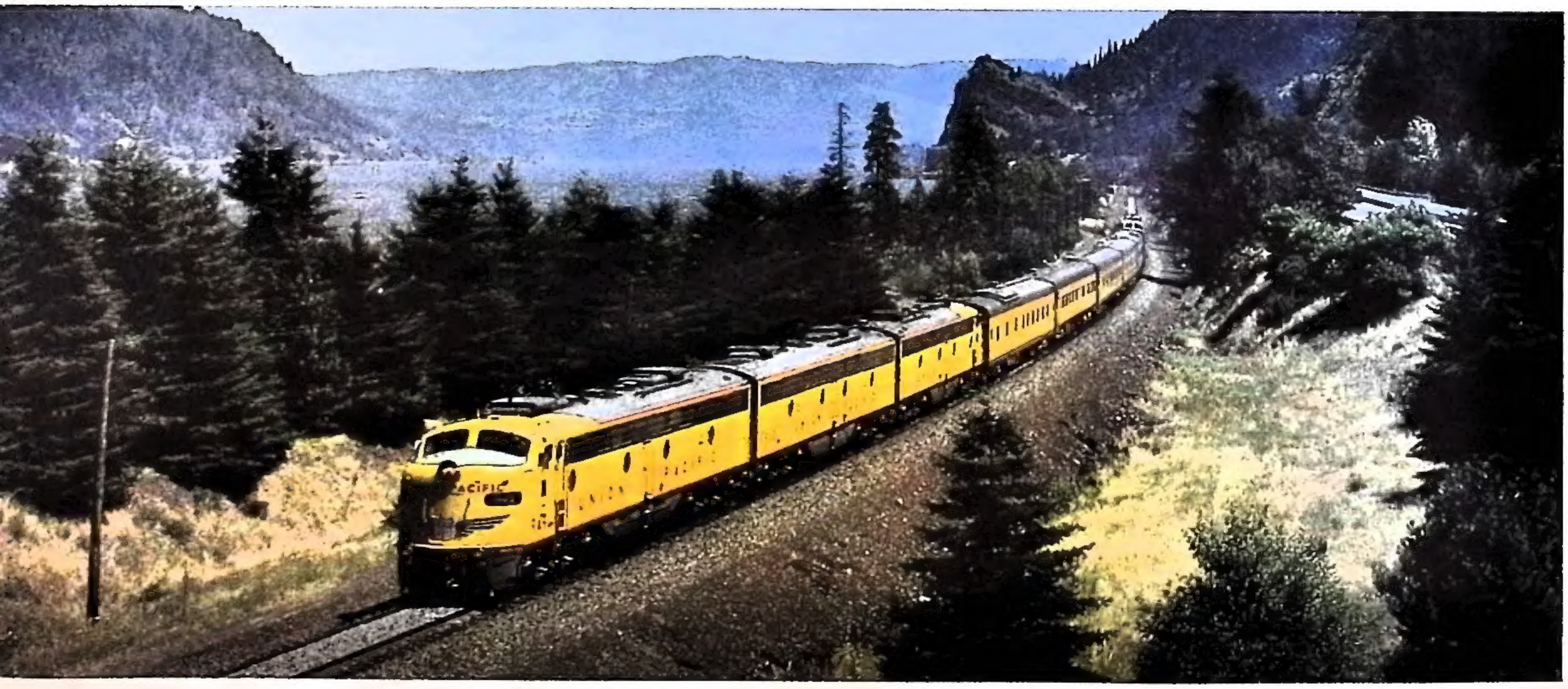
THE GERMAN ICE has begun testing on Amtrak. On July 17, it raced north through Princeton Junction, N.J., en route to Newark in preparation for the following day's high-speed runs. See page 44.

KODACHROME JIM TERRELL

TEXAS LIMITED F7 100 and train were at their new depot (site of a former MKT fuel facility) in Houston on June 5. See page 43.

NYC U25B 2500, restored in original livery, was on the East Erie Commercial Ry. in Erie, Pennsylvania, on May 8 (**left**). See page 45.

UNION PACIFIC E9s 949, 963B and 951 led a special past Viento Park, Ore., on June 26 (**below**) en route to Portland. See page 44.



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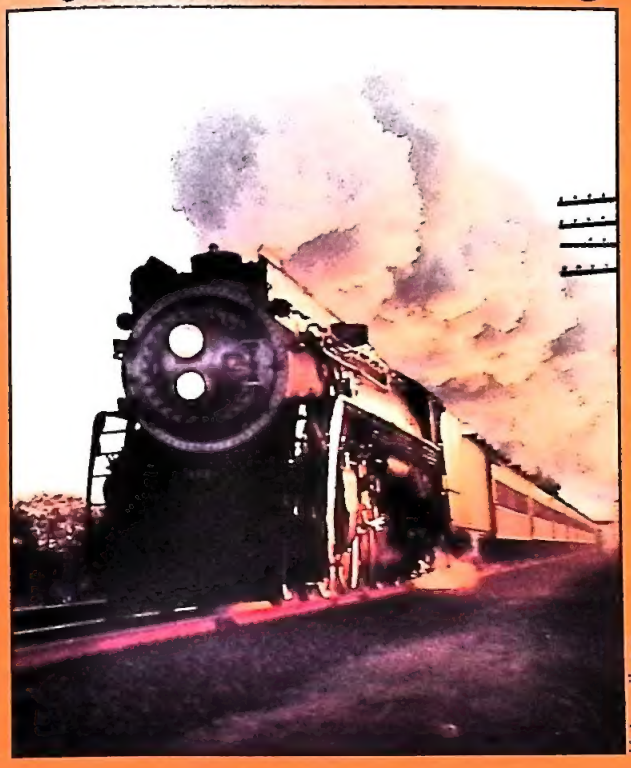

Heimerdinger

How many SP GS-4 4-8-4s would you like? In this tape 26 different GS-4s await your pleasure, all thundering across the screen - and not a single one of them numbered 4449! Of course it has the "Coast Daylight", and multiple run-pasts of the "San Joaquin Daylights" behind GS-4 4-8-4s as well.

That's just a beginning. Almost every single wheel arrangement used by the SP since 1890 from 0-6-0 switchers and antique 4-4-0s to the monster 4-8-8-2 cab=forwards and the even bigger 2-8-8-4 cab=in=back articulateds - all but the two smallest at work. From Altamont **to Alamogordo, from Portland to Pomona this tape ranges the far flung SP empire during the final flowering of steam.**

The original John F. Kirkland film, entirely retransferred, re-edited and extended to 45 minutes: this is the definitive work on SP Steam. No day-glo, waxed and polished "Lets Pretend" engines here. This is the **Real** Stuff - the **Right** Stuff! **SP "Southern Pacific Steam"** 45 min $39.95

Heimerdinger

GS4/6 AS IT USED TO BE

GS6 4460 on the SP's "Farewell To Steam Special" across the Sierra. Then a study of the Daylight locomotive: both the Coast and Valley Daylights of course but much more. In the Tehachapis, over the Sierra, all color, all black. On freights, commuters, fan trips, football specials, doubleheading with F-7s, Mountains, Pacifics and Cab-Forwards. Closes with 4449 heading across The Cascades for Railfare 1981 with the first cars restored to Daylight Orange. **GS4/6 "As it Used To Be"** 29 min $29.95

Luna

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GIANTS

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